

# Hongkong Daily Press.

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FOR 1911.  
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East.

No. 16,649 號九十四百六十六萬壹第 日四十月七年三統宣 HONGKONG, WEDNESDAY, SEPTEMBER 6TH, 1911. 三拜禮 號六月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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A strong British Corporation Registered  
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Hongkong 16th June, 1911

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## THE YOKOHAMA DOCK CO., LTD.

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Every description of repair work is undertaken. A large assortment of material  
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Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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ESTABLISHED 1786.

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at 939]

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required).

Electric Passenger Elevator to each floor.

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For Terms, &c., apply to the

(MANAGER.

Hongkong, 24th July, 1905.

at 967]

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QUEEN'S ROAD CENTRAL.

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renovated, extensively enlarged, and is now

luxuriously furnished and up-to-date in every

respect, situated in the most central position

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Baths, Electric Light throughout and Fans

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STEAMERS. Monthly Rates for "Tiffin and

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Hongkong, 1st September, 1910.

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Well Furnished Rooms, every home comfort

Fine View of the Harbour.

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Hongkong, 4th December, 1907.

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### VICTORIA HOTEL

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MANAGER—MR. H. HAYNES.

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SITUATED ON THE BRITISH CONCESSION.

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SITUATED IN THE CENTRE OF PRATA GRAMIN.

Both Hotels electrically lighted, and under

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Every information and special attention given

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REASONABLE RATES.

WM. FARMER,

Proprietor.

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SCOTCH

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A. S. WATSON & CO.  
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Correspondents must forward their names  
and addresses with communications ad-  
dressed to the Editor, not for publication  
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All letters for publication should be  
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No anonymous signed communications  
that have already appeared in other papers  
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## IN MEMORIAM.

In fond, loving memory of my dear Husband,  
REV. JAMES CHUE, who departed this life  
September 6th, 1910. Deeply regretted.  
Inserted by his sorrowing widow, MATHIE  
CHUE.

In sad and loving memory of our dear Father,  
REV. JAMES CHUE, who departed this life  
September 6th, 1910.  
"Gone, but not forgotten."  
Inserted by his loving Children, JAMES, EVA,  
JOHN and ROBERT.

HONGKONG OFFICE: 19A, DES VEAUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1911.

It must have startled many readers  
yesterday to learn that the Amateur  
Dramatic Club, which has existed in the  
Colony for sixty-seven years, is in danger of  
dissolution, though the failure of the Club  
to stage any play last season was a sufficient  
indication of its moribund condition. At a  
recent meeting of the Committee, according  
to a circular letter issued to the members,  
"it appeared a matter of serious considera-  
tion whether the existence of the club under  
present-day conditions was called for or  
justified, in view of the lack of support given  
recently by the active members and the  
theatre-going public, doubtless due to  
counter attractions and to the regular visits  
of professional companies." In these cir-  
cumstances the Committee very wisely con-  
vened an extraordinary general meeting of  
members for the purpose of fully explaining  
the position, hearing the views of members  
on the subject, and incidentally letting the  
difficulties of the Club be known to the  
general public through the Press. We are  
sure it has been gratifying to the com-  
munity to read that a resolution favouring

the continuance of the Club was carried  
unanimously, and that it was further de-  
cided to stage one or two pieces in the  
coming winter in the hope that the great-  
er interest aroused in consequence of this  
public disclosure of the Club's difficulties  
will be such as to remove all doubts as to  
its future retention in the list of the Colony's  
most cherished institutions. We can well  
understand the difficulties of the Committee.  
As Mr. SUTHERLAND concisely put it in his  
speech at the meeting, we must recognise  
that the lack of interest in the Club is due  
to the increase of other social interests.  
Presumably this was the cause of the Com-  
mittee's failure to cast the two pieces they  
wished to stage last winter, though it can  
hardly be disguised that social distinctions  
now-a-days also form obstacles to success in  
casting a piece that were seldom encountered  
in the old days. It does not require to be  
stated that the community—and espe-  
cially those members of it who can recall  
many of the highly successful pro-  
ductions of the Club—would view its de-  
cense with the greatest regret, and we  
feel confident that, so far as the theatre-  
going public are concerned, they will do  
their part towards ensuring its continued  
existence. Indeed it has probably sur-  
prised a good many people to know that  
the Club has had reason for complaint  
as regards the public patronage of  
its performances. These have almost in-  
variably reached a very high standard of  
excellence—a standard that may have been  
equalled, but has seldom been excelled on  
the local stage by professional theatrical  
companies—and have fully merited full  
houses, but it appears that the financial  
results of first-night performances have  
latterly been unsatisfactory. Undoubtedly  
there is still scope for the Amateur  
Dramatic Club, and it would be a sad  
reflection on the Colony if an institution  
with such a glorious history were allowed  
to expire. There is plenty of talent  
in the Colony, and in Mr. J. ROBERT-  
SON the Club has a stage manager  
who knows his work. What is chiefly  
needed, as Mr. SUTHERLAND pointed out, is  
the hearty co-operation of every member  
in promoting interest in the Club and its work  
and in securing people willing to assist  
in the work on the stage. We sincerely hope  
that the appeal will not be made in vain and  
trust that the public statement of the  
difficulties of the institution will be the  
means of securing for it a renewed lease of  
life.

The fifth Gymkhana is fixed for the 30th inst.

A watch and chain valued \$150, and \$100 in  
money was stolen from the first floor of the  
house at 476, Des Vaux Road.

We direct attention to the advertisement in-  
serted over the signature of H.E. General  
Anderson, relating to bathing facilities at  
Stonecutters Island.

While a Chinese was walking from Yau-mat  
to Tsui Tsa Tsui on Monday he was attacked  
by robbers who approaching from behind, threw  
pepper in his eyes, forced him to the ground,  
and robbed him of all that he had, which hap-  
pened to be \$1.70 in money and a watch worth  
\$4. The robbers made their escape.

News-reached Manila last week of the death  
of Captain J. W. Saunders, for many years in  
the service of the Pacific Mail Steamship Co.  
Captain Saunders is well known in Hongkong,  
and the news of his death will be received with  
regret by many friends. The news was cabled  
to Mr. H. L. Fisher, Secretary of the Manila  
Board of Manila. Mrs. Fisher is a daughter  
of Captain Saunders.

With reference to the report that a Portu-  
guese committed suicide by jumping from the  
verandah of his house on Sunday, a friend of the  
deceased writes a lengthy letter of explanation  
in which it is stated that though deceased was  
of weak mind, he had showed no suicidal  
tendency, and it is suggested that, being roused  
from sleep by the severe thunderstorm on  
Sunday night, he was panic-stricken, and got  
over the verandah, falling a height of about 40  
feet.

A Malay quartermaster on the s.s. *Tuan* was  
brought before the Magistrate yesterday charged  
with having a quantity of opium in his pos-  
session. As is well known, there is a good deal  
of smuggling between here and Manila, and the  
police are especially vigilant, so that when the  
quartermaster returned to the ship looking as if  
his legs were thicker than those of the ordinary  
Malay a Chinese detective wanted to have a look  
at them. The result of the investigation was to  
discover a number of tins fastened round each  
leg. Of course, the quartermaster had to accom-  
pany the detective, and yesterday he was fined  
\$500, the alternative being three months' im-  
prisonment.

Another illustration of the need of a wireless  
installation in Hongkong was afforded yesterday.  
The T.K.K. steamer *Chigo maru* was due from  
Shanghai with the Siberian Mail between 5 and  
8 a.m. She was not sighted till three o'clock.  
In these days when steamers arrive with  
almost the punctuality of trains a delay of eight  
or nine hours makes people wonder what  
has happened. The Pacific liners of the  
Toyo Kisen Kaisha are fitted for wireless  
telegraphy, and had their been a station in  
Hongkong the steamer could have reported  
her position, and we should have known just  
when to expect her arrival and the delivery of  
the mail.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## AFFAIRS IN MOROCCO.

THE SPANISH OCCUPATION OF IFNI.

LONDON, September 5th.

A transport and two cruisers have left  
Cadiz to join 500 troops which are already  
at the Canary Islands in readiness to pro-  
ceed to the occupation of Ifni.

It is stated at Tangier that 3,000 French  
troops have been ordered to proceed from  
Casa Blanca to Marrakesh.

## FRANCO-GERMAN NEGOTIATIONS.

PRESENTATION OF FRANCE'S FINAL

CONDITIONS.

LONDON, September 5th.

M. Cambon, the French Minister at  
Berlin, has presented to Germany France's  
final conditions concerning the settlement  
of the Morocco difficulty.

## GERMAN NAVAL REVIEW.

The German Chancellor afterwards left  
for Kiel, where the Emperor to-day reviews  
the greatest gathering of ships ever seen  
outside British waters.

Every available warship will be present  
including the hurriedly completed Dread-  
noughts.

The Archduke Franz Ferdinand will be  
present among the guests.

## FRENCH NAVAL REVIEW.

LONDON, September 5th.

Everything was done to make the great  
French Naval Review at Toulon a most  
impressive ceremony. Ninety war vessels  
carrying crews which numbered 30,000 men  
assembled.

President Faillieres, who was attended  
by his Ministers and Presidents of Cham-  
bers and Naval Committees of the Chambers  
passed down the lines aboard the battleship  
*Massena*, accompanied by a flotilla bearing  
official guests. Then the *Massena* anchored,  
and all the vessels steamed passed in single  
line, the line extending nine miles.

LATER.

Thousands of spectators and whole fami-  
lies were sleeping on the beach overnight.  
At a banquet, M. Delcasse expressed the  
Navy's gratitude for the solicitude of the  
Government, and said the Navy's whole  
ambition was to be ready, like the Army, to  
respond to the call of France.

A great sensation was caused at the review  
by the battleship *Breuenus* colliding in the  
mist with a steamer, which had a large hole  
knocked in her bow. The passengers were  
thrown into a panic, but the boats assisted  
all to land in safety. The *Breuenus* continued  
her course and joined the fleet.

## PORTUGAL'S PARLIAMENT.

STATEMENT BY THE PREMIER.

LONDON, September 5th.

Sr. Chagas, the Premier of the first  
Republican Parliamentary Cabinet, in a  
statement in the Chamber at Lisbon, said the  
Government would follow in the path of the  
Provisional Government and would not  
betray the confidence of the workers, who  
justly hoped that the Revolution would  
improve their lot. The Government would  
not change its foreign policy, which had been  
strengthened by the harmony of Portugal's  
ally, Great Britain.

## LABOUR AGITATORS ARRESTED IN

FRANCE.

LONDON, September 5th.

Paris telegrams state that the drastic  
measures taken by the Government in  
arresting all Labour agitators found in the  
disturbed near-food districts has dampened  
the ardour of the rioters.

Many arrests have been made.

## THE ELECTION CAMPAIGN IN

CANADA.

LONDON, September 5th.

Reuter's correspondent at Ottawa reports  
that the election campaign continues with  
unabated vigour.

The prospects of the Conservatives are  
improving, but it is predicted that Sir  
Wilfrid Laurier will be returned with a  
majority of from 25 to 30, instead of the 46  
he had in the old Parliament.

LATER.

Sir Wilfrid Laurier has announced that  
he stands for Soulanges as well as East  
Quebec.

Previously Soulanges returned a Con-  
servative.

[THROUGH REUTER'S AGENCY.]

## TRADE UNION CONGRESS.

LONDON, September 5th.

The Trades Unions Congress has opened.  
Mr. Mullin, who presided, dwelt upon the  
results of labour unrest, the important con-  
cessions granted to the strikers, and the  
advances in wages. He emphasised the  
long-drawn-out agony occasioned by the  
recent strikes, and stated that arbitration  
had its limits. The railway directors' policy  
of non-recognition was beyond belief, but  
they were probably wiser after the recent  
lesson. He considered that the Government  
was remiss in its duty in sending troops  
unasked, instead of sharply laying down the  
law to commercial magnates, and was con-  
fident that the last had not been heard of the  
railway directors' ancient autonomy; their  
high-handed action involved suffering to the  
general public not easily forgotten. The  
passage of the Parliament Bill involved a  
warning to the Authorities of democratic  
power.

LATER.

Labour solidarity is the keynote  
of the most important resolutions of  
the Trades Union Congress. They include  
proposals having in view the amal-  
gamation of all unions connected with each  
industry, also for the formation of a central  
national organisation comprising all unions  
and societies connected with the Trade Union  
Congress, the Labour Party and the general  
federation of trades.

The success of the recent sympathetic  
strikes has gained strong support for these  
proposals among the Government repre-  
sentatives, the two Labour advisers to the Board  
of Trade, and Mr. Shackleton, the Labour  
adviser to the Home Office, the latter being  
has represented for the first time.

## DISAPPEARANCE OF A SUBMARINE.

LONDON, September 5th.

Submarine A1 disappeared at Selsey  
during lifting tests without a crew.

## ECCLESIASTICAL CHANGES.

LONDON, September 5th.

Dean Wakefield of Norwich succeeds  
Bishop Gore at Birmingham.

## ANOTHER AVIATION FATALITY.

LONDON, September 5th.

At Huelvas an aviator named Le  
Forestier, fell 250 feet. The motor  
exploded and the aviator was incinerated.

## AN AIRSHIP RECORD.

LONDON, September 5th.

Flying at St. Malo, an aviator named  
Garros reached a height of 13,940 feet,  
which constitutes a record.

## THE CALCUTTA PAGEANT.

LONDON, September 5th.

Mr. Frank Lascelles sails at the end of  
September to organise a pageant at Calcutta.

## THE CASTAWAYS OF THE

"FIFESHIRE."

LONDON, September 5th.

An Italian warship has been securing  
assurances from the Sultans of Somali  
along the coast that they will respect any  
of the *Fifeshire's* survivors who may be cast  
upon that coast, in accordance with Italo-  
Somali agreements.

YOUNG SCOTS AND MR. W. E.  
GLADSTONE.

LONDON, September 5th.

In a long letter to the Young Scots Party,  
who are protesting against the selection of  
a grandson of the late Mr. W. E. Gladstone,  
as candidate for Kilmarnock Burghs, the  
Master of Elibank, points out, that Mr.  
Gladstone's mother was a Scots woman, and  
that his pedigree is pure and without re-  
proach. He states that if ever a man had a  
right to a Scottish seat it is the  
grandson of the man once described by  
Millothian electors as "the greatest living  
Scotsman." They should rejoice in Kilmar-  
nock's choice, and time would abundantly  
prove the wisdom of it.

## OBITUARY.

LONDON, September 5th.

Mr. Henry Wills, of tobacco fame, is  
dead.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## TWO BIG FIRES IN GLASGOW.

LONDON, September 5th.

Two great fires have occurred in Glasgow.  
The first outbreak was at the Wholesale  
Co-operative Society's premises in Morrison  
Street, where the damage done is estimated  
at over £100,000.

This fire was hardly controlled when the  
Brigade were called to Trongate, where the  
historic Tontine House was almost entirely  
destroyed, and large premises occupied by  
grocers, bootmakers, stationers and others,  
as well as a restaurant and a skating rink  
were gutted. The historic Glasgow Cross  
and Tolbooth and two banks were saved  
through the heroic efforts of the firemen.

Enormous damage was done and the  
crowds which assembled to witness the  
conflagration are estimated at a quarter of  
a million.

WORLD'S WRESTLING  
CHAMPIONSHIP.

LONDON, September 5th.

Reuter's correspondent at Chicago  
telegraphs that Gotch beat Hackenschmidt  
in the wrestling championship of the world,  
securing two successive falls.

LATER.

Gotch secured the first fall in 14 m. 20  
sec. by applying the leghold and the new  
chancery hold. The second fall was secured  
in 5 m. 30 sec. with the toe-hold.

Hackenschmidt said he had failed in the  
contest, and that the best man had won.  
He was sorry he could not make a better  
show.

## DEAR FOOD RIOTS IN BRUSSELS.

LONDON, September 5th.

There were dear-food riots at Brussels  
yesterday, when several shops were sacked.

CIRCULATION OF MACAO BANK  
NOTES IN HONGKONG.INTERESTING CASE AT THE  
MAGISTRACY.

The adjourned summons on which Mr.  
Arratton V. Apar was charged with circu-  
lating bank notes payable to bearer on demand  
without the permission of the Secretary of  
State for the Colonies was heard before Mr. T.  
A. Hasland at the Magistracy yesterday.

Mr. F. B. L. Bowley appeared for the Crown,  
and defendant was represented by Mr. M.  
Reader Harris (of Messrs. Wilkinson & Grist).  
His Worship remarked that he was rather  
against Mr. Harris on the point he had raised.

Mr. Bowley said he was prepared to convince  
his Worship.  
His Worship said he was against Mr. Harris  
on the point. He was of the opinion that it  
was a misdemeanour in law and punishable by  
indictment.

Mr. Bowley asked for the case to be taken sum-  
marily.  
His Worship—The maximum fine is \$100.  
Defendant went into the witness-box and said  
he was a general merchant and importer. He  
was also agent in Hongkong for the Banco  
Nacional Ultramarino, the head office of which  
was at Lisbon. He was appointed by the  
Macao agency. His duties as agent were to  
collect Macao notes brought to him and pay  
cash or cheques for them, afterwards returning  
them to Macao. He had also to inform the  
Macao agency of the rate of exchange every day.

Have you any authority to accept deposits?—  
No.

Have you any authority to pay cheques?—  
No.

Have you ever done any of those things?—  
No.

Have you ever received Macao notes from the  
Bank at Macao?—No.

Have you any written appointment as  
agent?—No.

It could be terminated any time?—Yes.

Do you know of your own knowledge that the  
banks hand out foreign bank notes?—Yes.

You have heard in evidence of two transac-  
tions in Macao notes in your office. Did you  
know of them?—No.

Cross-examined—He was the only partner of  
the firm of Arratton V. Apar. He commenced  
business about 20 years ago. He was appointed  
agent of the Bank in 1907. When he was ap-  
pointed agent he hung up a signboard announc-  
ing the agency in Portuguese and Chinese. He  
received the signboard from the previous  
agent. His appointment as agent was announ-  
ced in local papers. He did not remember  
Inspector Hanson calling upon him in October,  
1907, or telling him that he was prepared to  
issue drafts on any town in Portugal. He could  
not remember any police officer coming to see  
him on the subject.

If an application is made to you for a draft  
in Portugal do you refer the application to  
Macao?—Yes.

And on receipt of a reply from Macao do you  
issue a draft?—No.

What do you do?—If I receive a draft from  
Macao I forward it to the applicant.

His Worship—The applicant sends you the  
money and you remit or credit?—Yes.

Are you the sole agent of the bank in the  
Colony?—To my knowledge, no.

Rather an ambiguous answer?—The name  
of the Hongkong and Shanghai Bank ap-  
pears in the list of agents attached to a  
travelling letter of credit.

Are there any other agents in Hongkong  
besides yourself and the Bank?—No.

You remember receiving a letter from the  
Colonial Secretary in October, 1907, calling your  
attention to the fact that the circulation of  
Macao notes was illegal?—Yes.

And you remember the reply you sent?—Yes.

Your instructions from the Portuguese Bank  
are to cash any Portuguese bank notes present-  
ed to you?—Yes.

And to remit to Macao?—Yes.

How often do you remit bank notes to  
Macao?—Perhaps once a week. Once a fort-  
night at least.

When did you make the last remittance?—  
Last Saturday.

After the commencement of this case?—Yes.

The bank notes are kept in a safe in your  
room?—Yes.

Who keeps the key?—The safe has two keys.  
Duplicate keys?—Yes.

Who keeps them?—I keep one. My assistant  
keeps the other.

Who is your assistant?—Asger.

If anybody wants those notes the safe must  
be opened by yourself or your assistant?—Yes.

The safe in which you keep the notes is close  
to your desk?—Seven or eight feet.

If you are in your room nobody can go to  
that without your seeing him?—No.

Have you instructed your assistant not to  
hand these notes over to anybody?—I don't  
think I have told him not to hand over any for  
exchange.

You promised the Colonial Secretary not to  
circulate these notes?—Yes.

How is it now that you are circulating them?  
—I never thought exchanging was circu-  
lating.

What other means of circulating them is there  
than by handing them over the counter to  
people?—I always took it as a favour in handing  
out these notes.

His Worship—When you handed over the  
bank notes you thought you were doing a fa-  
vour?—Yes, if a bank was going to Macao.

Apparently you did not communicate your  
kindly intentions to your clerk?—He never  
paid for anything in Macao notes.

How was he to know the notes were issued as  
a favour?—I did not tell him so.

Can you suggest why you should be anxious  
to do a favour to a Chinese detective with \$100  
notes?—I thought he was going to Macao. I  
do not suppose the clerk knew he was a detective.

The Macao notes are at discount?—No, but  
the money-changers try to squeeze on them and  
pay a cent less premium.

Witness was handed several notes which he  
said were obtained from some money-changer  
or bank. They did not come from the Bank at  
Macao. Answering further questions, witness  
said he did not receive a commission, but  
received a salary as agent.

Mr. Bowley submitted that the case against  
defendant was clear. Under the Ordinance  
defendant must be charged with the business  
that he was carrying on the business  
of a bank, but if he were carrying on the busi-  
ness of a bank he was liable under the Ordinance.  
He admitted that he was carrying on the  
agency of a bank. Even if it were said  
that the defendant was not aware of the issue  
of the notes in this case, he as principal was  
liable for the acts of his servant. Defendant  
could not plead ignorance of the law, as he had  
been warned four years ago.

Mr. Harris dealt with the object of the  
Ordinance and wished to quote the speech of the  
Attorney-General in introducing the Bill as  
reported in Hansard for 1905.

Mr. Bowley objected, as it was quite  
irrelevant.

Mr. Harris said this would show the inten-  
tion of the Ordinance, as there was no preamble.

His Worship upheld the objection.

Mr. Harris next referred to the Bank Charter  
Act, which stated that no person "shall man-  
age, issue, or put in circulation, or be  
responsible for the issue of bank notes, or  
the object of the latter Ordinance was to prevent  
the issue of bank notes in the Colony by banks  
which had not sufficient capital and specie to  
take them up. If the law was as stated by the  
prosecution, every bank in the Colony except the  
Chartered Bank could be prosecuted for  
circulating foreign notes. If the intention was  
to stop the circulation of foreign notes, why  
didn't they say "no person" shall man-  
age, issue, or put in circulation, or be  
responsible for the issue of bank notes, and stated that  
the object of the latter Ordinance was to prevent  
the issue of bank notes in the Colony by banks  
which had not sufficient capital and specie to  
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Chartered Bank could be prosecuted for  
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to stop the circulation



## A PHILIPPINE EXPOSITION IN 1912.

In February, 1912, from the 3rd to the 10th, both dates inclusive, there will be held in the City of Manila what is to be known as the Philippine Exposition. The outside world and particularly the countries of China and Japan have heard very much during the past four years of the Philippine Carnival, that great annual festa which is held for a week each year, and during which time the City is given over to merriment entirely and a good time generally. There have been bulls and rous, a large and varied hippodrome or circus performance, athletic sports of all kinds and exhibits of the industries, agricultural products and commercial activities of the various provinces of the archipelago. It was determined during the last session of the Philippine Legislature to make a special appropriation of a large sum of money which would more adequately serve to bring to the metropolis during the Carnival week in 1912, comprehensive exhibits of the products, industries and resources of the provinces. With that end in view, the Legislature passed an Act providing for such Exposition of Philippine products. A Board of Directors known as the Philippine Exposition Board was formed with the Honourable C. B. Elliott, Secretary of Commerce and Police, as the President thereof; the Honourable V. Concepcion, Chairman of the Committee on Industries and Commerce of the Philippine Assembly, as Vice-President; Honourable Rafael Reyes, a prominent merchant and citizen of Manila, a Member; Captain H. L. Heath of the International Banking Corporation, as Treasurer, and Mr. C. E. Union of the Executive Bureau of the Insular Government, as Secretary. This Board met some months ago and determined upon a general plan for holding the Exposition and arranging for it. Mr. W. W. Farley, for many years a Provincial Treasurer and at the time of his appointment Treasurer of the large and prosperous province of Iloilo, a gentleman who has had unprecedented success in the assembling of Carnival exhibits for his province, was detailed Director-General of this first big Philippine Exposition. The Board also appointed as Secretary of the Philippine Exposition Mr. F. W. Holland of the *Cabotages-American* editorial staff, who for four years was in charge of the publicity work for the Philippine Carnival Association. An office has been established in the Ayuntamiento, the large Insular Government building in the walled city, and a general letter of instruction has already been sent to provincial officials, explaining what is wanted from each province in the way of an exhibit.

It is the earnest desire of the Philippine Government to make the Exposition a valuable and instructive adjunct to each annual carnival. No admission is to be charged to the grounds whatever, or to any exhibit within the grounds. The Exposition will contain examples of the handicrafts of artisans in every industrial line in the Islands. Here will be seen actually at work the makers of the famous Rattling and Chasing hats, which rival in fineness of texture and durability the well-known Panama product. Workers in the various multi-coloured and shaped wares of the Islands will also produce these articles on the Exposition grounds. The women of Iloilo, Albay and other provinces will manufacture the delicate and beautiful just-puffs and sinamay cloths. Special attention of course, will be paid to the agricultural features of exhibits, and splendid specimens of coconuts and palm, rice, rubber, hemp, etc., of the Philippines will be represented. Valuable prizes will be given for the best exhibits and every effort will be made by the Exposition officials to make the event attractive and instructive. The Government Bureaux are taking an active interest in the Exposition. These will for the most part be housed in one building which will be known as the Insular Bureau building. Here will be seen splendid exhibits from the Bureau of Forestry, Constabulary, Public Works, Agriculture, Internal Revenue, Navigation, Health, Science and various others. Another large and interesting building on the grounds will be the Machinery Hall, where machinery of all kinds used in the Islands will be actually in motion. Several of the principal machinery importing firms will have splendid exhibits in this hall. Here the visitor will be able to see in actual operation, rice and sugar mills of the latest pattern and device, as well as all sorts of ground tilling devices and electrical appliances. It is also contemplated to have an ice-making machine in full operation in this building. The Bureau of Education, which has done such splendid work in uplifting and making better the condition of the natives of these Islands, will have a special building where the progress which has been made throughout the Islands will be conclusively and interestingly demonstrated.

Besides the 31 regular so-called civilised provinces, the seven special or wild tribes provinces will have fine exhibits. These latter with their interesting people, their strange clothes and customs, etc., always make a most fascinating display. It is the earnest desire of the Government to make this Exposition a most effective one, and large numbers of people from the United States are expected to come to Manila at that time, inasmuch as several of the big Steamship and Railway Companies have signified their intention of arranging their schedules in order to have vessels of their Companies call at this port during the week commencing February 3rd and ending February 10th. The people of China and Japan and countries adjacent thereto, will be particularly interested in this Exposition, and the Exposition officials are unanimous in the desire to make things as pleasant as possible for all tourists who may visit Manila at that time.

Any person desiring further information on this subject may write to the Director-General of the Philippine Exposition, Manila, P. I., and a promptly reply will be immediately sent.

## CORONATION CELEBRATIONS SURPLUS.

## THE PUBLIC MEETING OF SUBSCRIBERS.

A meeting of subscribers to the Coronation Celebrations Fund took place yesterday evening at the City Hall. The Chief Justice, Sir F. Piggott, presided over a good attendance. The CHAIRMAN said that before they came to the business of the meeting he had to put before them a technical difficulty which he would ask them to solve in the way which he would propose. As they were not a corporate body, but a large and independent body of subscribers, a question arose which had not been considered when it was decided to call that meeting. Some subscribers had subscribed one dollar, some had subscribed ten dollars, some fifty, some one hundred, some five hundred or one thousand, and he thought they would agree with him that it would not be quite fair that the one-dollar subscriber should have the same power as the thousand-dollar subscriber. What he would propose was that they should adopt a rule similar to that adopted under the Companies' Ordinance. The conditions were analogous. Each shareholder had one vote for every share up to 10, from 10 to 100 each holder had one vote for every five shares, and over 100 each holder had one vote for every 10. What he proposed was that every subscriber from \$1 to \$10 should have one vote per dollar, from \$10 to \$100 one extra vote for every \$5, so that he would have 18 votes, and so on. He hoped they would adopt that proposal, which he moved.

Mr. LOOKER submitted a voting basis as follows: One vote per \$1 up to \$10; over \$10 one extra vote for every 15 up to \$100; and after \$100 one vote for every \$100 subscribed. The proposal was seconded.

Mr. BOWLEY asked if this elaborate system of taking a poll was to come after a show of hands or otherwise.

The CHAIRMAN replied that a show of hands was generally taken first. If a poll were demanded it would be taken on those lines. If they could avoid an elaborate calculation of the vote it would be much better.

Mr. LOOKER thought it should be done by a show of hands.

Mr. BOWLEY asked if a poll were demanded after the show of hands, would it be taken?

The CHAIRMAN replied in the affirmative and explained that the point was this: They were a body of independent persons. He thought it was an established law that the majority of a body like that could not bind a dissentient minority.

Mr. LOOKER remarked that it was established that there was no common law right of proxy.

The CHAIRMAN agreed.

Mr. LAU CHU PAK asked if a poll were demanded would the subscribers not present be allowed to vote?

The CHAIRMAN answered in the negative.

Mr. LOOKER asked if there was no decided majority on the first show-of-hands could the meeting do anything?

The CHAIRMAN said that if there were active dissentients who declined to accept the vote of the majority the only outcome was to return the balance to subscribers, who, it was calculated, would get 41 per cent.

The question was put to the meeting, when 40 voted for and 21 against. The resolution was declared carried.

The CHAIRMAN said the next question before proceeding with the formal business was whether that meeting would be bound by the vote of the majority. He proposed that it be bound by the vote of the majority.

Mr. BOWLEY seconded, and the motion was agreed to.

The CHAIRMAN explained the proceedings which led up to the meeting. At the last meeting of the General Committee they had to consider how the balance of \$26,000 was to be disposed of, and after discussion they decided that it would be advisable in view of the prospective visit of His Imperial Highness the Crown Prince of Germany, and possibly the visit of the Prince of Wales, that the money should be set aside in the name of three trustees to hold in reserve as a fund for the entertainment of the royal visitors. As it was estimated that the entertainment of the Crown Prince would not exceed \$10,000, it was moved that the final disposition of the fund should be postponed for six months, and the money vested in three trustees on behalf of the community. At the end of six months the Crown Prince would have visited the Colony, or his visit would have been postponed, and the question of disposing of the surplus could be considered. It was proposed that the trustees in whose names the money should be vested should be the manager for the time being of the Hongkong and Shanghai Bank, the manager for the time being of Messrs Jardine, Matheson & Co., and the senior Chinese member of the Legislative Council. Directly the question was settled as to whether the Crown Prince was coming or not, a meeting could be called to decide what should be done with the fund. If he were coming it was necessary that a sum should be taken from the \$26,000, and after his visit another meeting should be called to consider what should be done with the balance. The reason the General Committee adopted that proposal was because they thought the Colony had subscribed very handsomely and that in view of its not very prosperous condition it would not be advisable to call upon the public for a second subscription of this sort. That seemed a practical reason for making this proposal which he would now put to the meeting. He believed that there might be certain amendments which meant that there would be a great many amendments. He therefore asked the meeting

to allow him to depart from the usual course of putting the amendments first and to put the original motion first.

Mr. ROBERTSON seconded.

Mr. BOWLEY said he very much regretted having to oppose the resolution put forward by the Chairman on behalf of the General Committee, but he trusted that the Chairman and the Committee would not deem those who supported his view ungrateful to them for the pains they had taken in arranging the very successful celebrations of the Coronation. When the community of Hongkong was asked to subscribe to a fund to celebrate the auspicious occasion of the Coronation of Their Majesties King George and Queen Mary, this Colony with its usual alacrity and liberality poured dollars into the coffers of the Treasurer so lavishly that the Committee was not only enabled to provide a series of magnificent and gorgeous spectacles, the like of which had never been seen before in Hongkong—perhaps, but now they were in the extraordinary position of being saddled with a surplus which they did not know what to do with. The disposal of this surplus had led to a great deal of discussion and great difference of opinion. In the first place, he could hardly imagine that any subscriber who, in the fullness of his loyalty and the warmth of his heart, subscribed to this fund was now desirous of getting his money back either in cash or in kind. Such an action would seem to him absolutely unworthy of any loyal British subject, and he was sure that no such thought ever crossed the mind of any of our generous friends who did not owe allegiance to the Crown. There were others apparently who had conscientious scruples about the purpose for which this money was subscribed. The word "celebration" seemed to stick in the gorge of some of the subscribers, who could not imagine anything beyond decorations, illuminations, and so on. It seemed to him that these people overlooked the word "Coronation." This money was not subscribed for celebrations. It was subscribed to celebrate the Coronation. (Applause.) The Coronation was a great national event which fortunately happened very occasionally, and all fervently prayed that it might be very many years before they were called upon to celebrate another. (Applause.) This was a Coronation fund, not a celebration fund, and the question was, how to dispose of the surplus of the Coronation Fund. Numerous methods of disposal had been put forward by way of erecting permanent memorials, but one after another of the permanent memorial schemes dropped on account of various objections and difficulties to which they gave rise. As the Chairman pointed out in his speech to the General Committee, it was impossible to devote the whole surplus to any one section of the community to the exclusion of all the others, and it was inadvisable to split up such a sum as \$26,000 between a number of objects which could not effectively be carried out with the money at the disposal of the Committee. For these reasons such popular proposals as the removal and re-erection of our old and familiar friend the Clock Tower, a monument which we would like to see erected on top of the new Post Office, had to be abandoned.

Hon. Mr. POLLOCK interjected that they would not like to see the old clock there.

Mr. BOWLEY replied that he expected those present would like to see a new clock tower on the Post Office. Proceeding, he said that for the same reason a proposal to erect a Queen's Wharf worthy of the name was dropped. Some people, he understood, were in favour of the erection of a cottage hospital at Kowloon for Europeans, but he thought this Colony was already over-supplied with hospitals. We had the Government Civil, Naval, Military, private and the Matilda Hospitals, and he had it on very good authority that none of those hospitals were overcrowded. So that if a man fell sick he could have his choice of going to the Civil, the Peak or perhaps, under certain conditions, to the Matilda. Considerable stress had unfortunately been laid on the amounts subscribed by each of the different nationalities which went to make up this community, but since the question of nationality had been brought forward it was necessary to meet it. He claimed that the scheme he proposed, and with which all present were more or less familiar, disposed altogether of the difficulty of nationality and non-effectiveness. It was a scheme which should prove acceptable to all. To the sailor who owed a double debt of gratitude, because it was the sailor who brought them here, and in the future each of them looked to him to take them back to their own country. To the sailor therefore they should give the surplus which they used to celebrate the Coronation of our sailor King. Our friends from the Middle Kingdom did not depend so much upon the instrumentality of the sailor to take them to their own country. In fact, it was hoped that very shortly each of them would be able to go to the Star Ferry Wharf, and there be able to take a thorough ticket to his native village. Our Chinese friends, with their usual munificence and public spiritedness had erected a hospital at Yau-mai for the use of Chinese at Kowloon, who numbered about 70,000 souls. That hospital had cost a sum of \$100,000 or over, and was indebted to the extent of over \$30,000. It had become natural to every Englishman during the last seventy years or so to couple the word hospital with the Queen of England. How could they more fittingly dispose of the balance of this surplus than by contributing to the endowment of a hospital for the women and children of the Kowloon Peninsula. (Applause.) Chinese gentlemen subscribed about two-fifths of the fund, and he suggested that two-fifths of the surplus should be given in aid of the building fund of the Kowloon hospital; that was to say, in round figures \$10,000. The Colonists from overseas, non-Chinese, subscribed three-fifths of

the fund, and he suggested that that three-fifths should go to the seamen of all nations in the name of our sailor King and his sailor son. (Great applause.) The past and present beneficiaries who had provided for seamen in this port were too well-known to need any description, and the institutions were used largely not only by British seamen, but by seamen of all nations. (Applause.) During the last eight months over 46,000 seamen made use of the Seamen's Institute; of these, 44,000 were British and American, and the rest were composed of other nationalities who frequented this port. Then there was the Sailors' and Soldiers' Home. Both of these institutions provided for merchant seamen of all nations, but both were really too small for the purpose, and both were overflowing when the fleet was here. It was a remarkable coincidence that the building debts on these two institutions tallied almost exactly with the surplus which had to be disposed of. The building debt on the Sailors' and Sailors' Home was \$410, or roughly \$4,500, and the building debt on the Seamen's Institute was \$11,800 odd, so that if \$4,000 odd was given to the Sailors' and Sailors' Home and \$11,800 to the Seamen's Institute, both those institutions would be free from debt. It was better, therefore, to pay off the existing debt rather than to incur new debts by starting new institutions such as a cottage hospital at Kowloon. They should remember that this fund was contributed for the Coronation, and not for general rejoicings, and the Coronation had been fittingly celebrated, thanks to the untiring exertion of the chairman and committee. (Applause.) They should continue to celebrate it by paying off the debts of these institutions and putting them on round legs. He had drawn up a resolution embodying the proposals which he wished to put forward, but he understood from the Chairman that he first wished to put the resolution of the committee to the meeting, and his (Mr. Bowley's) resolution could afterwards come forward as a subsequent resolution. He asked the meeting therefore to vote against the resolution of the Chairman in order that they might afterwards support the resolution which he wished to put forward on behalf of seamen. (Applause.)

Hon. Mr. POLLOCK seconded the motion of the previous speaker. Since this matter had been put before the committee he was given to understand that the Chinese subscribers generally were in favour of the scheme put forward by Mr. Bowley. (Applause.) He had to confess that that fact had removed a difficulty which he felt before he was aware of these circumstances, because it would not doubt be very unsatisfactory indeed if any section of this community attempted to bring forward a proposal which was opposed by a large body of subscribers. But if the appropriation of \$10,000 to the Kung Wa Hospital at Yau-mai met with the approval of the Chinese subscribers he thought Mr. Bowley's motion was desirable; and there being no difficulty at all in the way of apportioning the fund, they should at once allocate this money and not wait for some other object to crop up. He thought Mr. Bowley had made out a good case, and the Chinese hospital, the Sailors' and Sailors' Home and the Seamen's Institute were very worthy and deserving objects. (Applause.) Mr. CHAN KAR MING said he had the greatest pleasure in supporting, on behalf of the Chinese subscribers, the resolution of Mr. Bowley. It was certainly a most becoming and equitable way to dispose of the surplus of the Coronation fund in hand. A meeting of Chinese subscribers had just been held at the Tung Wa Hospital, and their views coincided with those just expressed by Mr. Bowley. (Applause.) In fact, when he went round to collect subscriptions for this fund, as chairman of the Tung Wa Hospital, he was told by the Chinese that should there be any surplus it was to be devoted to charities. (Applause.) and that the Chinese should have their share of it. The Kung Wa Hospital, up to date, had already cost the Chinese community more than \$80,000—and it still required \$30,000 odd before it could be placed in proper working order. The two-thirds of the surplus proposed to be apportioned to the Chinese would no doubt relieve them of a great part of their burden. (Applause.)

Mr. HOOPER said he intended to propose a slight amendment to Mr. Bowley's resolution, and in doing so he would appeal to all the Chinese to support him. He was sure that if any other proposal was put forward which was acceptable to them, it was not too late for them and the rest of the meeting to accept the amendment. There were those in the room who would go back to 1887, the jubilee of our great Queen Victoria, and could remember how the community then came forward and raised subscriptions to celebrate the event. One of the proposals, carried out, was that drinking fountains should be erected in the city for the benefit of the poorer class of Chinese. One noted citizen, on his own account, at a cost of \$1,000 provided a number of drinking fountains, the shield on which bore the words "Victoria Jubilee fountain." The shield of the fountain near the Wan-tai Market was at present lying in the gutter. That was exactly the treatment to which the topographical memorial gifts from manifold citizens, and the Government appeared to be in a difficulty about effecting repairs as they did not apparently know to which vote to charge the cost. He thought a portion of the coronation fund should be devoted to the restoration of each fountain, as this would be acceptable to the community and acceptable and pleasing to our King, if he had any knowledge of the present state of the fountain, to know that the memorials put up to his grandmother were receiving the attention they so badly needed. He therefore would move that a sum not exceeding \$2,000 be set aside and be a first charge on the balance remaining of the Coronation fund.

Mr. BOWLEY—Would I be in order in asking whether the Victoria drinking fountains were not entrusted to the Government, and whether their upkeep does not fall upon the Public Works Department? (Applause.)

Mr. HOOPER—I certainly was under that impression, but having drawn attention to the matter in the public press some four months ago and no member of the Government having taken any notice of it, I presume I was wrong in my surmise. (Laughter.)

Mr. LOOKER said all the views of subscribers who were against the proposal of the Chairman had been put before the meeting, and he thought it only fair to put before the meeting the views which animated the committee in deciding upon this proposal. If the Crown Prince did not visit the Colony the balance was to be held by trustees under a proper deed of trust which would insure its not being forgotten and would enable its being applied to any public purpose. The Colony had gone through a not very prosperous time for some years and times in the way of subscriptions were very heavy here. Hongkong had responded munificently to the appeal on behalf of the Coronation and it was thought not fair to ask the public to respond again to a similar appeal on behalf of the Crown Prince as long as there was this surplus to satisfy it. (Applause.) It was felt that at least they should devote a portion of it to entertaining the Crown Prince, who was a relative of the King, and a prince of a power with whom we desired to be on terms of greatest friendship. There were one or two considerations which ought to be borne in mind before the meeting went to a conclusion as to what should be done with the fund. In the first place, though a handsome surplus, it was not a very great sum of money. He agreed they ought not to devote it to anything which would inevitably mean that they would have to put their hands in their pockets to complete. The next thing that they were under no obligation to spend it at once just because they had it. The ideal way of spending it would be in some permanent form devoted to some necessary object which in future could be pointed out as representing the handsome surplus of the Coronation fund. The Sailors' and Sailors' Home and the Seamen's Institute were institutions for which he had the highest admiration, and the work done by them he regarded as extremely valuable, but no reason had been put before the meeting to show that there was any urgent necessity for them to pay off these debts. There was no reason to show that if they were not paid these institutions could not carry on. He would like to ask Mr. Bowley if these institutions were prepared to give an undertaking, if this money were supplied them, not to incur another capital debt for a period of ten years.

Mr. BOWLEY thought such an undertaking could hardly be binding on the successors of the present committee, but the Seamen's Institute was a new building and if the debt was paid off he did not see why another should be incurred for a term.

Mr. LOOKER said he always thought these institutions were self-supporting, and if they were overhauling they should be on the way to paying off those debts. If it was found that the debt was a heavy weight on their progress then they could come forward and ask for a portion of the surplus. If they had paid away this money they might find that immediately afterwards something might arise such as a cyclone or typhoon. Then all would be saying: "What a pity we did not wait a little longer; this is just the thing for the Coronation surplus." (Applause.) The proposal of the committee he thought was the best that could be done at present. It gave every one time to think and provided for the expenditure of the fund being expended for a reasonable time. He supported the proposal of the Committee of which he was a member.

Mr. STODART KENNEDY supported Mr. Bowley's suggestion.

The CHAIRMAN said Mr. Bowley had decorated his speech with some beautiful language, and he was afraid the real meaning of it had been lost sight of, as his hearers would be carried away with his appeals on behalf of the sailors and sailors, and all the hardships they suffered, as if no institute helped them in their need. Mr. Bowley had not shown that there was need for further assistance for them. He protested against this hyperbole, as it had nothing to do with the question. He wished to say a word about the absolute necessity there was for a cottage hospital at Kowloon. This Colony was not overburdened with hospitals, and there was for the men of small means an undoubted need for a small cottage hospital in Kowloon. He supported the proposal of Mr. Bowley's resolution to devote a portion of the fund to the Chinese, but likewise suggested that a cottage hospital should be built for Europeans. He hoped that the meeting would not be carried away by the beautiful language Mr. Bowley had used, but that it would look at the question in a purely practical manner.

Mr. ROUSE—in cases where companies have subscribed I should like a decision as to how their vote shall be taken. Is it to be decided by the directors or shareholders?

Mr. HOOPER—I can quote an analogous case. At the meeting of the Chamber of Commerce the vote of the Secretary or Manager is taken, and he votes irrespective of any instructions from the Board. I think that would meet the case.

The CHAIRMAN—The resolution is that the fund be invested in three trustees, that the expenses of the Crown Prince's visit be taken from it, and if he does not visit the Colony that the trustees should call a general meeting to decide what shall be done with the money.

Mr. HARSTON—The question is, how are you going to test the voting power of this meeting? The CHAIRMAN—That has already been settled.

Mr. ROUSE—No, you have not answered my question.

Mr. LOOKER—I suggest that all companies vote by any of their representatives who happen to be present, irrespective of instructions.

Mr. ROUSE—Will you allow me or my directors to vote?

Mr. MEDHURST—I think it is usual for the secretary or manager to vote, not the directors.

Mr. BOWLEY—I understand the vote is taken by a show of hands.

Mr. BOWLEY's moved the following resolution: "That this public meeting of subscribers to the coronation fund desires that the surplus of \$26,154 remaining in the hands of the hon. treasurer should be applied in celebrating and commemorating the coronation of Their Majesties the King and Queen and the Investiture of H. R. H. the Prince of Wales in the following manner:—(1) \$11,654 to be paid to the hon. treasurer of the Seamen's Institute building fund for the purpose of reducing the debit balance of that fund, upon the committee of the institute undertaking to name the concert hall "King George's Hall" and to erect a suitable tablet in that hall recording the gift; (2) \$4,500 to be paid to the hon. treasurer of the Sailors' and Sailors' Home for the purpose of paying off the debit balance of the building fund of that home, upon the committee of the home undertaking to name one of their principal rooms after H. R. H. Prince Edward of Wales, and to erect a suitable tablet in that room recording the gift; (3) \$10,000 to be paid to the hon. treasurer of the Kowloon Wa Hospital for the purpose of reducing the debit balance of the building fund of the hospital, upon the hospital committee undertaking to name the Women and Children's Wing of the Hospital after H. M. Queen Mary and to erect a suitable tablet in that wing recording the gift."

Mr. FRIESSLAND seconded.

Mr. HOOPER said he was quite willing to withdraw his amendment because he felt sure when the matter of the fountain was brought to the notice of His Majesty's viceroy it would be attended to.

The CHAIRMAN proposed an amendment to Mr. Bowley's motion that a small committee be appointed to consider the feasibility of erecting a cottage hospital at Kowloon.

Mr. LOOKER seconded.

On a vote being taken, only the mover and seconder supported the amendment. Mr. Bowley's resolution was then put, and carried amidst great applause.

A vote of thanks to the Chairman concluded the proceedings.

## INTIMATIONS

## BROWNING'S OLD TOM GIN.



"An Ideal Drink for Summer."

SOLE AGENTS:

H. RUTTONJEE & SON, WINE & SPIRIT MERCHANTS.

[50]

Chas. J. Gaupp & Co.

Have Just Received a New Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising—

SILVER CUPS, PRESENTATION PLATE, TEA SERVICES, PRINCES PLATE, TABLE WARE, CUTLERY, FISH KNIVES and FORKS, DRESSING CASES with SILVER FITTINGS, LEATHER HAND-BAGS, and WALLETTS, RAZORS.

[255]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to THE MANAGER, special business matter THE MANAGER, Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: PRESS CODES A.B.C. 6th Ed. Lieber's.

## NEW ADVERTISEMENTS

## NOTICE.

**BONA FIDE BATHING PARTIES** are permitted to land anywhere on the NORTH SHORE OF STONEWATERS ISLAND, but should confine themselves to the Beach (Close to the Water Line) and no members of the party should stray inland. C. A. ANDERSON, Major General, Commanding the Troops, South China. Hongkong, 6th September, 1911. [1119]

## INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

APPLICATIONS will be received for the position of SECRETARY and MANAGER of the above-named Institution up to NOON on FRIDAY, the 15th September. A Good Knowledge of Bookkeeping is essential. Free unfurnished quarters are provided on the premises. Applicants are requested to state Salary required. JAS. ORMISTON, Chairman of Committee. Hongkong, 6th September, 1911. [1120]

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU." FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on FRIDAY, the 8th inst., at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from Company's Godown. No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 11th inst., afternoon, will be subject to rent and landing charges. All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged. All Claims must be filed on or before FRIDAY, the 9th inst., otherwise they will not be recognised. K. MATSUDA, Agent. Hongkong, 5th September, 1911. [1115]

## FROM EUROPE.

## THE H.A.L. Steamship

"SUEVIA," Captain Rassen, having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on, unless notice to the contrary be given within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent. All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever. This Steamer brings on Cargo: Ex s.s. "Michel" from Bordeaux. Ex s.s. "Germania" from Göteborg. Ex s.s. "Ektatana" from Havre. Ex s.s. "Jeli" from Drammen. HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 5th September, 1911. [1116]

## G. R.

## PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that Sealed Tenders will be received at the Colonial Secretary's Office until NOON of FRIDAY, the 15th September, 1911, for the LETTING of the whole or part of the THIRD (top) FLOOR of the New Government Offices. Particulars of the accommodation to be leased and the conditions of lease, which will date from the 1st of October, can be ascertained at this Office. Each Tender should bear on the cover "Tender for Lease, New Government Offices" and must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum of Two Hundred and Fifty Dollars (\$250) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the Tenderer refuses to carry out his Tender and comply with the conditions, should the Tender be accepted. The Government does not bind itself to accept the highest or any Tender. W. CHATHAM, Director of Public Works. Hongkong, 1st September, 1911. [1105]

BROWN, JONES & Co., 41, Morrison Hill Road.

METAL and PORCELAIN WREATHS, CROSSES, ANCHORS, HEARTS and GLASS CASES from \$5.00 up. MEMORIALS, new designs in stock. Hongkong, 1st June, 1911. [776]

## PUBLIC COMPANY

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Office, on SATURDAY, the 23rd September, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1911. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd September, 1911, both days inclusive. DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 5th September, 1911. [1113]

## WANTED

WANTED. for BRITISH NORTH BORNEO. Two Experienced CHINESE DRAUGHTSMEN for Survey Department. For Particulars apply to GIBB, LIVINGSTON & Co. Hongkong, 5th September, 1911. [1110]

## WANTED.

GODOWN, TWO FLOORS, about 2,000 Tons Capacity. Long lease. Please forward offers to—A. B., Care of "Daily Press" Office. Hongkong, 5th September, 1911. [1111]

## WANTED.

WANTED, position by a GERMAN, over ten years' experience in Export and Import Trade in Canton, Hongkong and Shanghai. Replies will be treated strictly private. Apply—"COMERCIANTE," Care of "Daily Press" Office. Hongkong, 14th August, 1911. [1027]

## SITUATION WANTED.

A Highly Respectable Young JAPANESE WOMAN desires position as Maid or Amah. Skilful needlewoman and has Excellent Recommendations. Apply—"A. B. C.," Care of "Daily Press" Office. Hongkong, 5th September, 1911. [1112]

## INTIMATIONS

## NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/- Write to-day. B. WEINGOTT, Dept. J. Wangaimi, New Zealand. 984]

THE ESTATE of the late Mr. CHOA CHUNG HOWE, Deceased. NOTICE IS HEREBY GIVEN that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors, failing to send in their Claims in time, do so at their own risk. CHOA CHOO MOON, Agent for Choa Lim Sze, Administratrix of the above Estate. No. 36, D'Aguilar Street, Hongkong. Hongkong, 21st August, 1911. [1053]

## FOR SALE.

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to—C. SCHROTER, Care of Messrs. GARRARD, BARNER & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [923]

## AUSTRALIAN BUTTER.

There is Nothing better than the best. We keep it. Do you want it? FOUR BRANDS! FOUR PRICES

## THE DAIRY FARM CO., LTD.

Fresh, Sweet, Firm and cold as ice.

## NOTICE.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 25th August; for One Month only, owing to our FASTING HOLIDAYS. HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 25th August, 1911. [1072]

## A LING &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

## FURNITURE and PHOTO GOODS.

Photographic Goods of every Description in Stock.

## Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

## INTIMATION

## LANE, CRAWFORD &amp; CO.,

(TELEPHONE 97.)

## SPORTS DEPT.

SLAZENGER'S SPALDING'S RAMSBOTTOM'S AND JAIQUES'

TENNIS RACKETS FROM \$8.00 TO \$20.00

TENNIS BALLS, NETS AND POSTS. LAWN MARKERS AND MOWERS.

## TAILORING DEPT.

ALL WOOL FLANNEL JACKET AND TROUSERS.

\$26.00.

WHITE SERGE TROUSERS

\$9.00 PER PAIR.

WHITE ALPACA JACKETS

\$5.50 EACH.

WHITE ALPACA, per piece of 30 yards,

\$15.00

LANE, CRAWFORD & CO. [1088]

## NOTICES OF FIRMS

## NOTICE.

WE, the UNDERSIGNED, have been appointed the SOLE AGENTS for the Sale of "ELLIS' CRIMSON PILLS" and "RAPID CURE," manufactured by the STANDARD CHEMICAL FACTORY OF NEW YORK, BERLIN and SHANGHAI. S. D. SETNA & Co. Hongkong, 12th August, 1911. [1019]

## NOTICE.

WE have OPENED our OFFICE in HONGKONG for the Sale of "ELLIS' CRIMSON PILLS" and "RAPID CURE," and have appointed Messrs. S. D. SETNA & Co. Sole Agents for their Sale in SETNA & Co. Sole Agents for their Sale in HONGKONG, CANTON, SOUTH CHINA, STRAITS SETTLEMENTS and INDIA. THE STANDARD CHEMICAL FACTORY OF NEW YORK, BERLIN and SHANGHAI. Hongkong 12th August, 1911. [1020]

## NOTICE.

WE HAVE This Day transferred our Agency in Hongkong and Canton to Messrs. DODWELL & Co., Ltd., who are hereby authorised to Sign as Agents all documents relating to the business of the Company. The Office will continue to be for the time being in Alexandra Buildings. THE CHINESE ENGINEERING AND MINING COMPANY, LTD. Hongkong, 1st September, 1911. [1093]

## NOTICE.

HAVING This Day been appointed AGENTS for the CHINESE ENGINEERING AND MINING CO., LTD. in Hongkong and Canton, we request that all communications relating to their business be addressed to—DODWELL & Co., Ltd., Agents, Alexandra Buildings. Hongkong, 1st September, 1911. [1094]

## NOTICE.

ON the 7th September, the Undersigned will buy off and take over the whole business of Messrs. YUE LOONG SHING KEE, SANG LOONG, and SAM SANG, Preserved Ginger Merchants, of 355, Shanghai Road, Mong Kok, Yau-mat, Kowloon and also their Canton Branch, YUE LOONG CHAN, including their Trade Mark, all Furniture, Fixtures, deposits for Goods ordered and all interests belonging to the said business, &c., &c. After having taken over the said business we shall use the same names with an addition of the words "We KEE." All debts owed by the said firms and all accounts, guaranties against them before the 7th September, shall be settled by Messrs. CHIU SOON YU and LI HOI S. No, their managing partners, or partners themselves. Customers are hereby informed that their Orders for Goods will receive the same consideration and attention as before. HOP YICK TONG, Hongkong, 2nd September, 1911. [1106]

## GRAU &amp; CO.

Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARETTES, BOOKS, &c. Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS. Also for Sale A few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Out Stamps. Inspection Invited. [891]

## BANKS

## INTERNATIONAL BANKING CORPORATION.

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RESERVE FUND ... Gold \$3,250,000  
Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.  
LONDON OFFICE: 35 Bishopsgate.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.  
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:  
For 12 months 4 per cent. per annum.  
For 6 months 3 3/4 per cent. per annum.  
For 3 months 3 per cent. per annum.

GEORGE HOGG, Manager.  
No. 9, Queen's Road, Central  
Hongkong, 21st February, 1911. [966]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000  
PAID-UP CAPITAL ... Yen 30,000,000  
RESERVE FUND ... Yen 16,800,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:  
Antung-Hsien, Liao-Yang, Ryejun, London (Port Arthur),  
Bombay, Changhai, Lyons, San Francisco,  
Dairen (Dalny), Nagasaki, Shanghai,  
Fongtun (Mukden), Newchwang, Tientsin,  
Hankow, New York, Yokohama,  
Honolulu, Osaka, Tokyo,  
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HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.  
On Fixed Deposits:  
For 12 months 4 per cent. per annum.  
For 6 months 3 3/4 per cent. per annum.  
For 3 months 3 per cent. per annum.

TAKEO TAKAMICHI, Manager.  
Hongkong, 25th August, 1911. [441]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,825,000  
RESERVE LIABILITIES OF PROPERTY ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.  
On Fixed Deposits for 12 months 4 per cent. per annum.  
For 6 months 3 3/4 per cent. per annum.  
For 3 months 3 per cent. per annum.

WM. DICKSON, Manager.  
Hongkong, 22nd May, 1911. [78]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [12]

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCE BANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000). Paid up Capital Fl. 12,401,050 (£1,033,421). Reserve Fund Fl. 3,252,137.01 (£271,013).

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HEAD AGENTS: BATAVIA.

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BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:  
12 months 4 per cent. per annum.  
6 months 3 3/4 per cent. per annum.  
3 months 3 per cent. per annum.

C. WOLLENGH, Manager.  
No. 8, Des Voeux Road Central.  
Hongkong, 15th August, 1909. [24]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Swatow, Tainan,  
Anping, Kobe, Yamaguchi,  
Canton, Nagasaki, Tokyo,  
Fuzhou, Osaka, Yokohama,  
Keelung, Shanghai.

HONGKONG OFFICE:  
3, DES VOEUX ROAD.  
Interest allowed on Current Accounts.  
Deposits received on terms which may be had on application.  
K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1911. [659]

## TO LET.

## TO LET.

OFFICES on Ground and First Floor, Charter Road. Very central position. FURNISHED 3-ROOMED BUNGALOW, Robinson Road, To Let, from 1st November, for about 12 months, with Tennis Court. HARTING and RODGATE, near The King's Park, Kowloon.  
No. 7, DUDELL STREET, 1 Godown.  
"KELLET CREST" No. 66, PRAYA, BEACONSFIELD ARCADE (Shop).  
BEACONSFIELD, No. 57, PRAYA GRANDE, Macao.  
FOR SALE.—Tor Crest, at Peak, commanding a magnificent view of the Harbour and Adjacent Islands.  
Apply to—LINSTEAD & DAVIS, 1st Floor, Alexandra Buildings. Hongkong, 1st September, 1911. [118]

## TO LET.

GODOWNS, 95 and 96, Praya East. Apply—CHATER & MODY. Hongkong, 31st March, 1911. [121]

## TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 49, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [892]

## TO LET.

ONE LARGE AIRY ROOM, centrally situated with Verandah overlooking Des Voeux Central, suitable for Offices. Cheap Rental. Apply to—Post Box 95. Hongkong, 5th September, 1911. [1114]

## TO LET.

A SPACIOUS COMPOUND, MARINE LOT No. 42, PRAYA EAST, for Storing Coal, &c. Apply to—N. MODY & Co., 54 and 56, Queen's Road Central. Hongkong, 4th September, 1911. [1104]

## TO LET.

GODOWN, No. 54, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1911. [114]

## TO LET.

10, MOUNTAIN VIEW. Immediate possession. "Y. Z." Apply—Care of "Daily Press" Office. Hongkong, 6th July, 1911. [491]

## TO BE LET.

On or about 1st March, 1912. SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd. A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong, 25th August, 1911. [1077]

## TO LET.

NO. 10, MACDONNELL ROAD. "CREGGAN," 39, The PEAK. GODOWNS, 151 to 153, PRAYA EAST. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1911. [113]

## TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be Let from 1st January, 1912. Apply to—DAVID SARBOON & Co., LTD. Hongkong, 6th September, 1911. [627]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1911. [116]

## DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910. [1163]

## SIEN TING

SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [478]





**NAPIER JOHNSTONES'**  
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN  
1745.

**BEWARE OF  
IMITATIONS.**

SOLE AGENTS IN HONGKONG:  
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SHOTS. From No. 10 to .333, at \$6, \$7

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Hongkong, 26th October, 1905. [608]



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Hongkong, 10th August, 1911. [636]

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**LADIES' SAFE REMEDY**

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NO SUFFERING NEED NOW DESPAIR.

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**THERAPION No. 1**

Is a remarkably short time, often a few days only.

Cures discharges (either men or women) in 10 days.

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Cures blood poison, bad legs, ulcers, sores, painful

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102

## GERMANY IN SHANTUNG.

THE DECAY OF CHEFOO.

(FROM "THE TIMES" CORRESPONDENT.)

PEKING, July 7th.

Chinese newspapers are again crying out

about the question of Pienma and Bagland's

aggressive designs upon the integrity of

Yunnan. Pienma bulks as largely now in the

sight of the Chinese as did Pondjiah at a

former crisis in British relations with Russia.

Yet I am credibly informed that not once during

the past three months has any reference to

Pienma been made in any discussion between

the Chinese Government and the British

authorities.

While it is a sign of public awakening that

attention is being directed to the condition of

the Empire, it is significant of the

unbalanced judgment due to imperfect knowl-

edge characterizing the Chinese Press that

while the importance of the grass-hatched

but, inhabited by semi-savages, in that malarial

region on the border is being proclaimed, grave

interests in China's maritime provinces are

dominated by the thought of the prevention of

floods and famines, which afflict lives counted

by the hundred thousand, are only casually

referred to. Let me give an example.

With complete indifference the Chinese are

contemplating the decay of Chefoo, the only

Chinese port on the coast of Shantung, a port

that once (despite its natural disadvantages) was

among the most prosperous in the Empire. Its

decay is due to the superior attractions of the

German port of Kiaochow and to the unwilling-

ness of the Chinese to realize that if the Chinese

port is to compete with German rival some

effort must be made to imitate German

enterprise.

THE THREE PORTS OF SHANTUNG.

Shantung is the province which juts into the

Yellow Sea, in the north-east of China, and

forms with the Liaotung Peninsula the arms

enclosing the Gulf of Pechili. It has an area

larger than England and Wales, with a popu-

lation of 29,000,000, of as fine a race of men

as can be found in the Empire. To the Chinese

the province is rich in sentimental interest. It

is the birthplace of Confucius and of Mencius.

Within its borders lie the sacred mount of Tai-

shan. It is the province of "China's Sorcery."

On its coast, extending along a distance of more

than 600 miles, there are only three ports avail-

able—Kiaochow, the German harbour, which

modern skill has developed into one of the

finest harbours in Eastern Asia; Wei-hai-wei,

the British naval station, which an unhappy

declaration of Mr. Balfour, when in charge of the

Foreign Office on April 7, 1898, forbids us from

developing; and Chefoo, which was opened as a

Treaty Port in 1863, which as regards any

modern harbour improvement, with the excep-

tion of the Bund, is in the same condition as when

the French Allied Squadron were anchored there

during the summer and autumn of 1860. The

port is an open roadstead, exposed to all the

winds from the north-east. Fifty working days

in the year are lost owing to weather conditions

that prevent the landing of cargo. Junks are

forming the port in large numbers, dredging a

recurrence of the storm of last year, which swept

amount of native shipping was destroyed and

many lives were lost.

In 1905 the value of the whole trade of Chefoo

coming within the cognizance of the Maritime

Customs was £5,885,000; in 1910 the trade had

fallen to £2,665,000, and is still falling. In the

same time the value of the trade of the German

port of Kiaochow has risen from £3,348,000 in

1905 to £6,400,000 in 1910, and is still rising.

Contrast the two results—Chefoo, a Chinese

port opened to foreign commerce in 1863;

Kiaochow, a German port, opened in 1898.

Germany November 14, 1897, and only opened

since 1899. Progress in the one case, decay in

the other; Western energy versus Oriental

apathy!

Two conditions are requisite for the develop-

ment of a port; it should give adequate protec-

tion to shipping from winds; it should have

both of these conditions are fulfilled in Kiaochow

neither of these essentials is witnessed in

Chefoo. Kiaochow is the terminal point of a

railway that, leaving the railway system of

North China at Tientsin, traverses the metro-

politan province of Chihli, crosses the Grand

Canal into Shantung province, and passing

thence through the capital city of Chianfai,

runs eastwards to Kiaochow. This railway

leaves Chefoo distant 200 miles away on the

north.

In its well-developed harbour Germany en-

joys the advantages of the greatest of Decem-

ber 1, 1905, by which 20 per cent. of the net

import duties collected are paid to the German

administration. In other words, China herself

is developing the German port at the expense

of a purely Chinese port like Chefoo.

Two works only are needed to save Chefoo

from extinction—the construction of a railway

to a point 200 miles distant on the Shantung

Railway at an estimated cost of about one

million sterling, and the building of a break-

water at an estimated cost of £200,000. Both

works must be done simultaneously. One would

be of little use without the other. China dis-

misses the idea of a railway on the ground

that it will not pay, although the German rail-

way, which runs through similar territory, pays

well. She is willing, however, to allow the con-

struction of a breakwater, provided the com-

munity pay for it; and this the community

is prepared to do, although the work is more

than a local one. It is a national obligation.

The burden of the port is to be increased, and

its hope of successful competition with Kiaochow

deferred indefinitely.

Chefoo is in telegraphic communication with

Daley and Manchuria by cable and by land

line. Chinese and Japanese methods are here

seen in contrast. A telegram sent from Chefoo

to Manchuria or Daley by the Chinese telegraph

office cost 5d. per word; sent by the Japanese

telegraph office it cost 1d. per word, and the

difference. Yet the Chinese telegraph office is

a Government institution that nominally exists

for the benefit of the Chinese.

ANOTHER BIG FIRE IN CEBU.

Last Tuesday there was another disastrous

fire in CEBU. It started at 6 p.m., in the

business section. The establishments of Smith,

Reed and Company and the Chartered Bank of

India, Australia, and China were completely

gutted.

A strong breeze was blowing the conflagration

in the direction of the provincial capital build-

ing, Macleod and Company, the International

Banking Corporation, the Eastern Extension

Cable Company and other important business

houses were threatened.

Soldiers, constabulary and civilians fought







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TJIKINI	JAPAN	First half of Sept.	JAVA	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAHU	JAVA	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

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Hongkong, 4th September, 1911.

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CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

Steamers	Tons	Captain	To Sail on or about
KUMERIC	11,000	G. B. McGill...	3rd October.
LUCERIC	11,000	J. Mathie	25th October.
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To be followed by other Steamers of the Company at regular intervals.  
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The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.  
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 16th September.  
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For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
(MANAGING AGENTS).

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Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

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And regularly thereafter.

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Hongkong, 28th August, 1911.

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PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 20th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.  
The P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.  
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	DATE OF SAILINGS
COPENHAGEN and BALTIC PORTS ... "YEDDO"		About 16th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOKI "CANTON"		About 17th October.

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## **FASHIONS AND FANCIES.**

### **SMART TRAVELLING DRESS.**

The incessant changes and varying pursuits of society make plenty of work for the tailors, who are now busy upon tweed and homespun suits for the moors, while milliners are equally intent upon turning out trousseaux for the various Continental health resorts. Ideas as to appropriate travelling dress seem to vary considerably, but at least we may congratulate ourselves upon the fact that the English woman is no longer the mark of scorn and pointed finger that she was in Victorian days. She now dresses fairly smartly, and with the simplicity that is suitable for gowns to be worn all day in dusty trains, and which need abundant brushing and shaking before donning again next morning. For this purpose nothing could be better than our British homespun, tweeds, serges, and trizees. A very useful travelling costume is in sand-coloured serge, a tint that has been shown much to favour this season. The skirt is provided with fullness by the insertion of very fat pleats from a tab on either hip and ones in the centre of the back; the front remaining quite plain. Each of these tabs has a little row of buttons, probably to strengthen it, as the pleats are so liable to be trodden on in ascending steps with both hands filled with portable baggage. The little coat is made with black satin, and the long sleeves finished with cuffs to match. The utility of the sand-colour is that it shows little dust, though probably it holds as much as a serge of any other colour.

THE TRAVELLING HAT.  
The provision supplied themselves with light and cool dress lengths of Sutherlandshire tweed at the Dutchess of Sutherland's garden party last month, and are now benefiting by their foresight, especially those who invested in charming mixtures of grey and blue, which show no dust. There is no reason why the travelling gown should not be very smart in its trimming. One of them, with a plain skirt, has wide revers of striped black and white; these equal black and white being one of the fashions of this season. These revers can button across just below the neck, but left open they show a dainty vest, with its provision of coolness, so necessary in these August days. The sleeves are finished with cuffs of the black and white striped cloth.

There are many other ways of smartening up what might otherwise be a dull and monotonous costume. Blue serge, for instance, may be trimmed with green or mauve or gold braid. This last-named has come up again this season, though in a duller, paler shade than that with which travelling gowns were decorated some ten years since. A blue serge with a little coat piped with gold-coloured silk, and trimmed with bands of the braid running straight down the front of the skirt. Buttons, another form of decoration, a senseless one, perhaps, but making for variety, which is always an advantage. Embroidered buttons are a mistake on dusty journeys. They seem to absorb with eagerness any amount of dust, and need much brushing, more than one has time or inclination for when starting on one's journey afresh on the following morning.

Much of one's comfort depends on the shape of hat chosen for travelling wear, and now the choice is wide, nay, limitless, it is easy enough to procure one that suits the shape of the head and one's inclinations in the matter of resting and the train. The Carbone, an exact imitation of the stago Irishman's hat, is a good shape to choose, since it may be crushed in any direction, and completely recover with a touch or two. Trimmings should not be abundant on the travelling hat. A ribbon round the crown is quite sufficient. The girl who wears a large hat may look very pretty, but she is herself inconvenienced by its size, and in a case of inconvenience to many. On board ship, no doubt, it forms a very acceptable shade from the glare of the sun, which never seems worse than at sea. Perhaps it was for some such reason that our ancestors invented the "ugly," the frightful gauged silk shade which they fastened on over the fronts of their poke bonnets in order to protect their complexions and their eyes from too fierce a sun. The small toque which fastens on with two pins of moderate length is very dainty and comfortable for travellers, but it is well to remember that in foreign cities the heat and glare are even greater than those at home, and to provide oneself with a shady hat among one's luggage is an absolute necessity.

### **THE TRAVELLING HAT.**

Much of one's comfort depends on the shape of hat chosen for travelling wear, and now the choice is wide, nay, limitless, it is easy enough to procure one that suits the shape of the head and one's inclinations in the matter of resting and the train. The Carbone, an exact imitation of the stago Irishman's hat, is a good shape to choose, since it may be crushed in any direction, and completely recover with a touch or two. Trimmings should not be abundant on the travelling hat. A ribbon round the crown is quite sufficient. The girl who wears a large hat may look very pretty, but she is herself inconvenienced by its size, and in a case of inconvenience to many. On board ship, no doubt, it forms a very acceptable shade from the glare of the sun, which never seems worse than at sea. Perhaps it was for some such reason that our ancestors invented the "ugly," the frightful gauged silk shade which they fastened on over the fronts of their poke bonnets in order to protect their complexions and their eyes from too fierce a sun. The small toque which fastens on with two pins of moderate length is very dainty and comfortable for travellers, but it is well to remember that in foreign cities the heat and glare are even greater than those at home, and to provide oneself with a shady hat among one's luggage is an absolute necessity.

### **CENTRAL SUMATRA RUBBER.**

An extraordinary general meeting of the Central Sumatra Rubber Estates (Limited) was held in London recently for the purpose of electing directors. At the recent general meeting of the company, in consequence of a resolution postponing the adoption of the directors' report and accounts, the chairman announced that he and his colleagues were not further prepared to act as directors, and that a meeting would be called to elect a new board.

Mr. Pinckney, who took the chair, briefly explained the reasons for the meeting. In answer to a question, he said that all the directors had resigned except Mr. Crowther, from whom he had heard nothing.

Mr. Bigwood moved that Mr. M. Lowden (a member of the present board), Mr. H. S. Seldon, and Mr. W. Miller should be appointed directors. Mr. Marton, in seconding the resolution, said that 15s. per share had been called up, and they might regard it as lost. They did not want to pay up the other 5s. until an inquiry had been made as to whether the company was worth going on with.

The resolution was carried unanimously.

A resolution was then passed that the committee appointed at the last meeting should be asked to investigate the affairs of the company generally, and not into the accounts only, as decided at the last meeting. On a resolution being put forward, asking Mr. Crowther to resign, Mr. Homant objected to the resolution being put in the absence of Mr. Crowther, and he created a little scene by stating that the opposition had made misleading statements to the shareholders, and so got their support.

It was moved that he be no longer heard, and he left the meeting amid ironical remarks. The resolution was then agreed to.

## **WEATHER REPORT.**

On the 5th at 12.05 p.m.—The depression over S.E. China is moving Northwards. The barometer is rising over the S. coast of China, and falling on the E. coast.

A depression, which is moving Eastwards, is shown over Manchuria.

A high-pressure area covers E. Japan and adjacent waters and pressure is still relatively high over the S. part of the China Sea.

Moderate monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.95 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	W. winds, moderate; fair.
Formosa Channel	S. and S.W. winds, fresh.
South coast of China between Hongkong and Lamooki	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

## **CHINA COAST METEOROLOGICAL REGISTER.**

September 5th.—AT A.M.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Vladivostok	7 a.	29.82	67	87	SE	5	o
Nemuro	6 a.	—	—	—	E	1	o
Hakodate	—	30.09	—	—	NE	1	o
Tokio	—	30.12	—	—	NW	3	o
Kobe	—	30.05	—	—	SW	1	o
Nagasaki	—	29.97	—	—	E	1	o
Yokohama	—	29.98	—	—	ENE	1	o
Oshima	—	29.97	—	—	SE	1	o
Naha	—	29.87	—	—	SSW	12	o
Ishijima	—	29.76	—	—	SSW	6	o
Bonin Is.	—	29.99	—	—	—	0	o
Chefoo	—	—	—	—	—	—	—
Wohaiwei	9 a.	29.76	70	100	N	6	odm
Hankow	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	ESW	2	om
Shanghai	9 a.	29.61	78	91	—	3	odm
Gulian	—	29.59	75	100	S	3	odm
Sharp Peak	—	29.58	78	—	SSW	1	o
Amoy	6 a.	29.59	77	91	SW	1	o
Swatow	—	29.57	78	91	NW	1	o
Taihou	5 a.	29.62	—	—	E	2	o
Taihoi	—	29.64	—	—	—	4	o
Tainan	—	29.70	—	—	SW	8	o
Koshun	—	29.64	—	—	—	8	o
Pescadores	—	29.64	—	—	S	8	o
Canton	9 a.	29.69	81	74	N	2	o
Hongkong	10 a.	29.69	83	76	SW	1	o
Vict. Peak	—	29.68	—	—	SW	3	o
Gap Road	—	29.68	—	—	NNW	3	o
Macao	—	29.72	84	—	NW	1	o
Wuchow	—	—	—	—	—	—	—
Hothow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phu Lien	8 a.	29.76	81	—	NW	3	o
Tonranc	—	29.79	88	—	—	—	—
St. James	—	29.91	77	—	WSW	2	o
Apurri	6 a.	29.75	77	—	W	2	o
Manila	10 a.	29.86	74	77	—	0	o
Luzon	6 a.	29.92	77	—	—	0	o
Bacolor	9 a.	—	—	—	SW	2	o
Hulu	—	23.89	82	—	SW	1	o
Cebu	—	29.91	81	—	S	1	o
Labuan	—	29.94	84	—	—	—	—



## SHIPPING

## ARRIVALS.

CHUNAN, British str., 1,350, W. Lloyd Jones, 5th Sept.—Shanghai 31st Aug. General—Butterfield & Swire.

CHILDA, Norwegian str., 1,402, H. Nilsson, 4th Sept.—Bangkok 26th Aug. and Hallow 3rd Sept. General—Thoresen & Co.

CHITO MARU, Japanese str., 1,342, W. W. Greene, 5th Sept.—San Francisco 9th Aug. Mails and General—Toyo Kisen Kaisha.

CHONKA, Russian str., 2,919, J. Laredo, 5th Sept.—Singapore 31st Aug. General—Hutchinson.

HAICHING, British str., 1,285, W. C. Passmore, 5th Sept.—Swatow 4th Sept. General—Douglas, Lapraik & Co.

HAKATA MARU, Japanese str., 3,870, H. Nomura, 5th Sept.—Mol 30th Aug. General—Nippon Yusen Kaisha.

LOONGSANG, British str., 1,093, T. W. G. Leese, 5th Sept.—Mauritius 2nd September—Hemp—Jardine, Matheson & Co.

MINAMI, French str., 4,648, Vidal, 5th Sept.—Shanghai 29th Aug. General—Messageries Maritimes.

SURVA, German str., 3,789, Hagen, 5th Sept.—Hamburg and Singapore 30th Aug. General—Hamburg-Amerika Linie.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
5th September.

Hutchinson, British str., for Swatow.

Pongfing, German str., for Haiphong.

Seattle Maru, Japanese str., for Keelung.

Singapore, British str., for Haiphong.

Triumph, British str., for Haiphong.

## DEPARTURES.

5th September.

CARL DIERICHSEN, Ger. str., for Haiphong.

CHILDA, Norwegian str., for Canton.

HONGKONG, British str., for Shanghai.

KRONAU, German str., for Bangkok.

LANDAU, German str., for Swatow.

QUARTER, German str., for Samarang.

SURVA, German str., for Canton.

TEAR, British str., for Manila.

## PASSENGERS.

ARRIVED.

Por Chienan, from Shanghai, Mr. Dobbie.

Por Hakata Maru, from Moji, for Bombay, Mr. L. Isachi.

Por Childa, from Bangkok, Mr. Jacobson and Mr. Barthol.

Por Hutchison, from Swatow, Miss Barber, Miss Pitts, Miss Ferra, Miss E. Dwyer, Miss M. Watkins, Mr. Quinn, Mr. and Mrs. Clayton.

Por Loongsang, from Manila, Mr. and Mrs. H. W. Knight and 2 children, Mr. H. Stanley, Messrs D. P. Webster, C. A. Holdeman, J. H. Pielen, M. Reiner, W. Grinnwald, H. W. Huppel, W. G. Bode, W. H. Henderson, C. W. Bickel, J. A. Thompson, A. E. Robson, J. Kaufmann, J. M. Dougherty, J. M. Courtney, J. P. Courtney, J. W. Harbin, M. Sesi, P. G. Barrios and S. Mendola.

Por Chito Maru, from Hongkong, from San Francisco, Mr. P. J. Blythe, U.S.N., Mr. O. E. Bondurant, Mr. G. J. Boyce, Mrs. I. G. Johnson, Mr. and Mrs. C. W. Keith, Miss M. S. Keith, Mr. V. E. Kerr, Mr. F. J. Kolman, Capt. C. H. Lamb, Rev. W. J. Leverett, Mr. A. A. Moore, Jr., and Miss E. C. Smith, from Honolulu, Mr. H. S. Everett, Miss H. Humphries, Miss B. Hughes, Mrs. R. P. Jennings and Miss E. Reyes, from Yokohama, Mr. J. F. Fowder, Mr. E. P. Thompson and Mr. E. C. Platt, from Kobe, Miss M. P. Arbery, Miss B. Arbery, Mr. G. E. Greer, Mr. H. A. Law, Mr. S. G. Stone, Mr. and Mrs. E. P. Stone, from Shanghai, Mr. W. H. Burt, Mr. C. E. Benedict, Mr. J. M. Britts, Mrs. M. A. Figueredo, child and servant, Mr. H. E. Underwood and servant, Mrs. B. Silver, Mr. T. S. Snyder, Mr. A. P. Vandam, and Mrs. G. M. Wheelock.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *Manila* sailed from San Francisco on the 22nd ultimo en-route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 22nd inst.

THE AUSTRALIAN MAIL.

The E. & A. str. *Admiral* from Sydney, &c., is due at Manila on the 4th inst.

The I. G. M. str. *Prinz Sigismund* left Sydney on the 25th ultimo, at 11 a.m., and may be expected here on or about the 19th inst.

The E. & A. str. *Exeter* left Sydney on the 2nd inst. for this port (via Queensland Ports, Timor and Manila).

THE CANADIAN MAIL.

The C.P.R. Co's str. *Montreal* arrived at Shanghai at 1 p.m. on the 31st ultimo, and left again at 4 p.m. on Monday for Hongkong, where she is due to arrive at noon to-morrow.

The C.P.R. Co's str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 31st ultimo.

THE GERMAN MAIL.

The I. G. M. str. *Gneisenau*, carrying the German Mails with dates from Berlin of the 9th ultimo, left Singapore on the 3rd inst. at 7 a.m., and may be expected here to-morrow at 10 a.m.

MERCHANT STEAMERS.

The str. *Copier* left Singapore for this port on the 30th ult., and may be expected here to-day.

The str. *Saint Patrick* left Port Swettenham on the 31st ultimo, and is expected here to-day.

The N.D.L. str. *Coblenz* left Kuchino on the 3rd inst. at 7 a.m., and may be expected here to-morrow at daylight.

The str. *Glenloch* left Singapore on the 2nd inst., and is expected here on the 8th inst.

The P. & O. S. N. Co's str. *Admiral* left Singapore for this port on the 4th inst., at 6 a.m., and is due here on the 9th inst., at about 6 a.m.

The N.Y.K. str. *Dango Maru* (Bombay Line) left Bombay for this port via Singapore on the 25th ultimo, and is expected here on the 12th inst.

The American & Manchurian Line steamer *Malacca* passed the Suez Canal on the 22nd ultimo, and is due here on or about the 18th inst.

The str. *Glenloch* passed the Suez Canal on the 24th inst., and is due here on or about the 24th inst.

The G.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 19th ult., and is due here on or about the 27th inst.

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship.

"ROSEBUD."

Will be despatched for the above Ports FRIDAY, the 15th September.

For Freight and Passage, apply to ARNOLD, KARBURG & Co., General Agents.

Hongkong, 22nd August, 1911. [1059]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 6th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	PERSEUS	Ger. str.	k. w.	Jäger	HAMBURG-AMERICA LINE	On 16th Oct.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ALBION	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 15th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	PELUSIS	Ger. str.	k. w.	Weyhausen	HAMBURG-AMERICA LINE	On 20th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	RHEINFELS	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	On 2nd Oct.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 12th Oct.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 27th Oct.
HAVRE & HAMBURG	YEDDO	Swed. str.	—	K. Kawara	OLOF WIK & CO., LTD.	About 16th inst.
COPENHAGEN & BALTIC PORTS	TANGO MARU	Jan. str.	—	Sommer	NIPPON YUSEN KAISHA	On 13th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jan. str.	—	F. von Binzer	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	R. Dannecker	MELCHERS & CO.	To-morrow, at 10 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR & SOUTHAMPTON	VORWAERTS	Aus. str.	—	—	SANDER, WIELER & CO.	On 27th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	KATUNA	Am. str.	—	—	ARNOLD, KARBURG & CO.	On 15th inst.
BOSTON & NEW YORK	ROSEBUD	Am. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jan. str.	—	S. Tomimaga	NIPPON YUSEN KAISHA	On 12th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	INADA MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 16th inst., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	MEXICO MARU	Jan. str.	—	—	CANADIAN PACIFIC R. CO.	On 23rd inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	G. B. McGill	THE BANK LINE, LIMITED	On 3rd Oct.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	2 m.	W. Davidson	CANADIAN PACIFIC R. CO.	On 14th Oct., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. Dixon	PACIFIC MAIL S.S. CO.	On 8th inst., at Noon
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 20th Oct., at 1 P.M.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	CHIYO MARU	Jan. str.	—	—	MELCHERS & CO.	On 9th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	PERIA	Brit. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 29th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th inst., A.M.
KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	—	A. E. Moses	MELCHERS & CO.	About 19th inst.
KOBE & YOKOHAMA	SHIMIZU MARU	Jan. str.	—	F. Branning	NIPPON YUSEN KAISHA	On 27th inst., at Noon
KOBE & YOKOHAMA	SWINZ STORMUND	Ger. str.	—	M. Winkler	JAVA-CHINA-JAPAN LINE	Quick despatch
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jan. str.	—	V. Zwart	OSAKA SHOSHEN KAISHA	On 14th Oct., at Noon
JAPAN	TUTAROM	Dat. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 2 P.M.
MEXICAN, PERUVIAN, CHILEAN & JAPAN	BUYO MARU	Jan. str.	—	Hooker	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
WEIHAWEI, CHIEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	R. Robertson	BUTTERFIELD & SWIRE	To-morrow, P.M.
CHEFOO & NINGHSWANG	NANCHANG	Brit. str.	1 m.	Th. Stollberg	HAMBURG-AMERICA LINE	To-day.
SHANGHAI, KORE & YOKOHAMA	GNEISENAU	Ger. str.	k. w.	Figar	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon
SHANGHAI, KORE & YOKOHAMA	SUEVIA	Ger. str.	—	L. Hussy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	TUNGSHING	Brit. str.	—	Wm. Lloyd Jones	P. & O. S. N. Co.	On 10th inst., at D'light
SHANGHAI	CHENAN	Brit. str.	—	H. W. A. Clark, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst., at D'light
SHANGHAI MOJI, KOBE & YOKOHAMA	PALMA	Brit. str.	1 m.	C. C. Williams	JARDINE, MATHESON & CO., LD.	On 13th inst.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Richard	NIPPON YUSEN KAISHA	About 14th inst.
SHANGHAI MOJI & KOBE	BINGO MARU	Jan. str.	—	K. Soyeda	OSAKA SHOSHEN KAISHA	About 17th October.
SHANGHAI	ARSAIR	Brit. str.	—	G. W. Cookman, R.N.R.	OSAKA SHOSHEN KAISHA	About 23rd inst.
SHANGHAI	DELHI	Brit. str.	—	H. S. Bradshaw	OLOF WIK & CO., LTD.	Quick despatch
SHANGHAI	TAIPANAS	Dat. str.	—	J. B. v. Damme Jelsh	P. & O. S. N. Co.	On 10th inst., at 10 A.M.
SHANGHAI	DAIOI MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 13th inst., at 10 A.M.
SHANGHAI	CHOSHUN MARU	Jan. str.	—	W. C. Passmore	DOUGLAS LAPRAIK & CO.	To-morrow, at 1 P.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO.	On 10th inst., at 10 A.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	Teask	JARDINE, MATHESON & CO., LD.	On 9th inst., at 2 P.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	S. Crosby	SHEWAN, TOMES & CO.	On 12th inst., at 4 P.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	Sidford	BUTTERFIELD & SWIRE	On 16th inst., at 2 P.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 20th inst., at 4 P.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	M. C. Smith	SHEWAN, TOMES & CO.	On 11th inst., at Noon
SHANGHAI	HAICHING	Brit. str.	2 h.	Figar	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI	HAICHING	Brit. str.	2 h.	Teask	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	HAICHING	Brit. str.	2 h.	H. Koops	BUTTERFIELD & SWIRE	To-day, at 8 A.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	W. G. F. Leese	JARDINE, MATHESON & CO., LD.	On 8th inst., at Noon
SHANGHAI	HAICHING	Brit. str.	2 h.	Weigall	JARDINE, MATHESON & CO., LD.	On 18th inst., at Noon
SHANGHAI	HAICHING	Brit. str.	2 h.	F. Semblil	MELCHERS & CO.	Middle of Sept.
SHANGHAI	HAICHING	Brit. str.	2 h.	E. de Catalano	MESSAGERIES MARITIMES	On 13th inst., at 9 A.M.

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD. BREMEN.

## TO EUROPE BY THE

## MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	FEBRUARY 6TH.
Capt. A. AHLBORN.		
"DERFFLINGER"	17,300 "	FEBRUARY 21ST.
Capt. F. PROSCH.		
"PRINZ EITEL FRIEDRICH"	16,000 "	MARCH 5TH.
Capt. E. MATCHOW.		
"YORCK"	17,000 "	MARCH 20TH.
Capt. J. RANDELMANN.		
"PRINZESS ALICE"	20,300 "	APRIL 2ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300 "	APRIL 17TH.
Capt. J. BORTHELM.		
"KLEIST"	17,000 "	APRIL 30TH.
Capt. L. MAASE.		

## THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE

## FROM HERE TO SINGAPORE

## CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

## TO LAND PASSENGERS.

## All the Steamers of the European Line are fitted with Wireless Telegraphy.

## EARLY BOOKING RECOMMENDED.

## For Further Particulars, apply to

## MELOHERS &amp; CO., GENERAL AGENTS.

Hongkong, 1st September, 1911. [1087]

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG," Capt. F. V. BINZER.	18,300	Friday, 8th Sept., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GNEISENAU," Capt. Th. STOLLBERG.	16,000	Thursday, 7th Sept., P.M.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST.	6,750	9th Sept. at Daylight.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. F. BRUENING.	6,000	About 15th Sept.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL.	5,000	Middle of Sept.

## All the Steamers of the European Line are fitted with Wireless Telegraphy.

## New System of Telefunken.

## For Further Particulars, apply to

## NORDDEUTSCHER LLOYD,

## MELOHERS &amp; CO.,

## GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th September, 1911. [5]

## VESSELS ON THE BERTH

## HONGKONG—BOSTON &amp; NEW YORK



## AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"KATUNA," TO-DAY, 6th Sept.

For freight and further information apply to—

SHEWAN, TOMES & CO.,

General Agents, Hongkong, 6th September, 1911. [1037]

## SOCIETA NAZIONALE DI SERVIZI MARITIMI.

## STEAM FOR BOMBAY.

## VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BENGAL, also BARCELONA, VALINZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

## "CAPRI."

Captain Figari, will be despatched as above on MONDAY, the 11th September, at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents, Hongkong, 1st September, 1911. [4]

## THE PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON,

## AUSTRALIA, INDIA, ADEN, EGYPT,

## MEDITERRANEAN PORTS,

## PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR

## BATAVIA, PERSIAN GULF, CONTINENTAL,

## AMERICAN AND SOUTH AFRICA

## PORTS.

## THE Steamship

## "DELTA."

Captain E. P. Martin, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 16th Sept., 1911, at Noon, taking Passengers and

Cargo for the above Ports in connection with the Co's str. "Moorat," 10,000 tons,

from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to

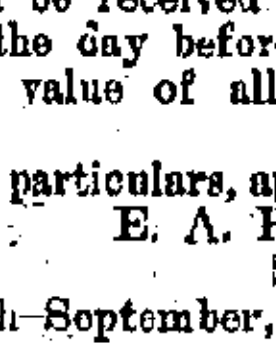
Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the str. "Exeter," due in London on the 28th Oct., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent, Hongkong, 4th September, 1911. [1]



## AUSTRIAN LLOYD'S STEAM NAVI

## GATION COMPANY.

## STEAM FOR

## TRIESTE (DIRECT),

## CALLING AT SINGAPORE, PENANG,

## CALCUTTA, COLOMBO, ADEN,

## SUEZ AND PORT SAID.

(Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and

ADRIATIC PORTS.)



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	SOCOTRA	About 6th Sept.	Freight only.
VIA SINGAPORE, PE.	Capt. G. J. Goldwell	About 20th Sept.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	About 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE	PALMA	Daylight 10th Sept.	Freight only.
and YOKOHAMA	Capt. H. W. A. Clark, R.N.R.		
LONDON VIA USUAL PORTS	DELTA	Noon 15th Sept.	See Special Advertisement
OF CANAL	Capt. E. P. Martin, R.N.R.		
SHANGHAI	ASSAYE	About 14th Sept.	Freight and Passage.
	Capt. G. W. Cockman, R.N.R.	About 28th Sept.	Freight and Passage.
	Capt. H. S. Bradshaw		

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 6th September, 1911.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKIANG"	On 6th Sept. 8 A.M.
SHANGHAI	"CHENAN"	On 7th Sept. 4 P.M.
CHEFOO and NEWCHANG	"NANCHANG"	On 9th Sept. 4 P.M.
SHANGHAI	"LINAN"	On 10th Sept. Daylight.
MANILA, CEBU and ILOILO	"KALONG"	On 12th Sept. 4 P.M.
WEIHAIWEI, CHEFOO and TIENSIN	"HUICHOW"	On 19th Sept. 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUL".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
"ANHUI", "CHENAN", "CHIN HUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Foochow.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 6th September, 1911.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SUEVIA	6th Sept.
S.S. SENEGAMBIA	20th Sept.
S.S. HAYERN	6th Oct.
S.S. ARCADIA	18th Oct.
S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SPEZIA	2nd Dec.

For Further Particulars, apply to—

### HOMEWARD.

For HAVRE & HAMBURG:	S.S. ALESIA	15th Sept.
For HAVRE, ROTTERDAM & HAMBURG:	S.S. PREUSSEN	20th Sept.
For HAVRE & HAMBURG:	S.S. RHEINFELS	2nd Sept.
For HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA	12th Oct.
For ROTTERDAM & HAMBURG:	S.S. PURST BULOW	16th Oct.
For HAVRE & HAMBURG:	S.S. SENEGAMBIA	27th Oct.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 4th September, 1911.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	WEDNESDAY, 7th Sept. at 1 P.M.
"HAITAN"	Capt. J. S. Roach	SUNDAY, 10th Sept. at 10 A.M.
"HAITANG"	Capt. J. W. Evans	FRIDAY, 12th Sept. at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAURA & Co.,  
GENERAL MANAGERS.

Hongkong, 6th September, 1911.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Thursday, 7th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 8th Sept. Noon.
MANILA	"LOONGSANG"	Saturday, 9th Sept. 2 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 10th Sept. Daylight.
MANILA	"YUENSANG"	Saturday, 16th Sept. 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 18th Sept. Noon.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUMSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Peking and Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Simporna, Traco, Sulu, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 6th September, 1911.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. George	FRIDAY, 15th Sept. at Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct. at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct. at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov. at Noon.

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, CHU, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

The Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

### FARES FROM HONGKONG:

To LONDON	£71.10.0.
To VALPARAISO	Yen 570.00.

SPECIAL BATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with

Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept. at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept. at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct. at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSHI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 10th Sept. at 10 A.M.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 13th Sept. at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,  
MANAGER

772-778

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

### HOMEWARD PASSENGER SEASON, 1912.

### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG		Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)		Due LYONS (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY		Steamer	Tons	SATURDAY		FRIDAY	
ASSAYE .....	7500	February	3	MANTUA .....	11000	March 2		March 8	
HIMALAYA .....	7000	February	17	MACEDONIA .....	10500	March 16		March 22	
DELHI .....	8000	March	2	MOREA .....	11000	March 30		April 5	
INDIA .....	8000	March	16	Through Steamer		April 13		April 19	
DEVANHA .....	8000	March	30	MOLDAVIA .....	11000	April 27		May 3	
DELTA .....	8000	April	13	MALAJA .....	12500	May 11		May 17	
ASSAYE .....	7500	April	27	MONGOLIA .....	10000	May 25		May 31	
DELHI .....	8000	May	11	MALWA .....	11000	June 8		June 14	

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

### FARES TO LONDON:

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd " £48.10 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

### PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	Tonnage	about
NYANZA	7000	February about 7
NILE	7000	March 6
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUR	7000	May 1
PAVAN	5000	May 15
DOONAN	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 25

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

### FARES TO LONDON:

1st SALOON £55.10 SINGLE. £82.10 RETURN.

2nd " £38.10 " £57.4

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept. at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept. at Daylight.
	AKI MARU Capt. K. Honma	7,000	WEDNESDAY, 11th Oct. at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 7th Oct. from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomioka	7,000	TUESDAY, 12th Sept. at 4 P.M.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct. at Noon.
SYDNEY and MELBOURNE	NIKKO MARU Capt. M. Yagi	5,000	FRIDAY, 29th Sept. at Noon.
via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler	7,000	FRIDAY, 27th Oct. at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. K. Sojeda	7,000	WEDNESDAY, 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WEDNESDAY, 27th Sept. at Noon.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	THURSDAY, 14th Sept. at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tozawa	6,000	TUESDAY, 19th Sept.

† Omitting Keelung and Shimizu.  
‡ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

### BETWEEN

### KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The First Steamer to sail from Hongkong—

"JINSEN MARU," TONS 3,782, ON SEPTEMBER 26TH.

## CHEAPEST SUMMER RATES

### BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS

Yokohama-Return. Kobe-Return. Moji-Return. Nagasaki-Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50



# PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,  
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 1st September, 1911.

# C. G. BODEN & SOHNE, GROSSROHRSDORF, I.S.A.

BRACES

BELTS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 1st September, 1911.

# Hoehl Extra Dry

gout américain

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

Hongkong, 1st September, 1911.

## POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The German Mail left Singapore on Sunday, the 3rd inst., at 7 a.m. and may be expected here on or about Thursday, the 7th inst., at 10 a.m.

FOR	PER	DATE
Manila (Taking Mail for Cebu and Iloilo)	Protections	Wednesday, 6th, 9.00 A.M.
Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma	Seattle Mail	Wednesday, 6th, 10.00 A.M.
Shanghai, Kobe and Yokohama	Suez	Wednesday, 6th, 11.00 A.M.
SIBERIAN MAIL TO EUROPE	Sui Tai	Wednesday, 6th, 1.15 P.M.
Macao	Butterfly	Wednesday, 6th, 2.00 P.M.
Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Hokoku Mail	Wednesday, 6th, 4.00 P.M.
Singapore, Colombo and Bombay	Triumph	Wednesday, 6th, 5.00 P.M.
Manila	Thursday	Thursday, 7th, 11.00 A.M.
Swatow, Amoy and Foochow	Thursday	Thursday, 7th, Noon
Macao	Thursday	Thursday, 7th, 1.15 P.M.
Shanghai	Sui Tai	Thursday, 7th, 3.00 P.M.
Europe, &c., India via Taticorin	China	Thursday, 7th, 3.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Price	Letters

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

Singapore, Penang and Calcutta	Kansang	Friday, 8th, 10.00 A.M.
Macao	Sui Tai	Friday, 8th, 1.15 P.M.
Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Germany	Friday, 8th, 4.00 P.M.
Manila (Taking Mail for Cebu and Iloilo)	Golconda	Friday, 8th, 5.00 P.M.
Macao	Loongsong	Saturday, 9th, 1.00 P.M.
Swatow, Amoy and Foochow	Sui Tai	Saturday, 9th, 1.15 P.M.
Manila, Cebu and Iloilo	Nanchang	Saturday, 9th, 3.00 P.M.
Shanghai	Hubi	Saturday, 9th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE	Kiangsu	Saturday, 9th, 5.00 P.M.
Swatow, Amoy and Foochow	Lianan	Sunday, 10th, 9.00 A.M.
Singapore, Penang and Calcutta	Cepri	Sunday, 10th, 11.00 A.M.
Batavia, Cherbon, Samarang and Sourabaya	Tjikini	Tuesday, 12th, 10.00 A.M.

EUROPE, &c., INDIA VIA TATICORIN.  
Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Swatow, Amoy and Foochow	Haikang	Tuesday, 12th, 3.00 P.M.
Manila, Cebu and Iloilo	Kaifong	Tuesday, 12th, 3.00 P.M.
KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, VICTORIA and SEATTLE	Inaba Maru	Tuesday, 12th, 5.00 P.M.
Singapore, Penang and Colombo	Taiyo Maru	Tuesday, 12th, 5.00 P.M.
EUROPE, &c., INDIA VIA TATICORIN. (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail time fixed for departure of the mail Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday 15th inst., at 5 P.M.	Delta	Tuesday, 12th, 5.00 P.M.
Manila (Taking Mail for Cebu and Iloilo)	Yuenang	Saturday, 16th, 1.00 P.M.
Sandakan	Mauang	Monday, 18th, 11.00 A.M.

## COMMERCIAL.

### EXCHANGE

#### CLOSING QUOTATIONS.

September 5th.	
ON LONDON:	Telegraphic Transfer 19 1/2
Bank Bills, on demand 19 1/2	Bank Bills, at 30 days sight 19 1/2
Bank Bills, at 4 months sight 19 1/2	Credits, at 4 months sight 19 1/2
Documentary Bills 4 months sight 19 1/2	
ON PARIS:	Bank Bills, on demand 227 1/2
Credits, at 4 months sight 231 1/2	
ON GERMANY:	On demand 184 1/2
ON NEW YORK:	Bank Bills, on demand 45 1/2
Credits, at 60 days sight 44 1/2	
ON BOMBAY:	Telegraphic Transfer 134 1/2
Bank, on demand 134 1/2	
ON CALCUTTA:	Telegraphic Transfer 134 1/2
Bank, on demand 134 1/2	
ON SHANGHAI:	Bank, at sight 75 1/2
Private, 30 days sight 76 1/2	Yokohama, 30 days sight 88 1/2
ON MANILA:	On demand 88 1/2
ON SINGAPORE:	On demand 88 1/2
ON BATAVIA:	On demand 108 1/2
ON HONGKONG:	On demand 14 1/2 p.m.
ON SAIGON:	On demand 83 1/2 p.m.
ON BANGKOK:	On demand 83 1/2 p.m.
SOVEREIGNS, Bank's Buying Rate \$11.05	GOLD LEAF, 100 fine, per tola \$57.60
BAR SILVER, per oz. 24 1/2	

### SUBSIDIARY COINS.

	per cent
Chinese 20 cents pieces	\$5.50 discount.
Chinese 10 " "	\$6.30 " "
Hongkong 20 " "	\$5.38 " "
Hongkong 10 " "	\$6.27 " "

## SHARE LIST.—QUOTATIONS.

Stocks.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$187 1/2, sales
China Bank Company, Limited	60,000	\$12	all	\$25 1/2, sales
China Light and Power Company, Limited	50,000	\$5	all	\$1.55
China Provisional Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2
COTTON MILLS—				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 50, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	all	Tls. 42 1/2, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 60, buyers
Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 23, buyers
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	\$24, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$24, buyers
DOCKS AND WHARVES—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57 1/2	all	\$58, buyers
New Amoy Dock Co., Limited	10,000	\$64	all	\$64, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 86, buyers
Shanghai and Hongkong Wharf Co., Ltd.	3,000	Tls. 100	all	\$38.85, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$200
Hongkong and China Gas Co., Limited	7,000	\$210	all	\$213 1/2, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$118 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$75, buyers
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$170, sellers
Hongkong Ice Company, Limited	15,000	\$25	all	\$18
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$7, sales
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, sales
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$205, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$125 1/2, sales
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$35, sales
Hongkong Fire Insurance Co., Limited	24,000	\$250	all	\$360, sales
North China Insurance Co., Limited	10,000	\$15	all	Tls. 160, sellers
Union Insurance Society, Limited	12,400	\$250	all	\$315, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$225, buyers
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$73, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$50	all	\$30
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	all	Tls. 92
Shanghai Land Investment Co., Limited	78,000	\$50	all	\$45, buyers
West Point Building Co., Limited	12,500	\$50	all	\$700
MINING—				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$26.65, sales
Rauk Australian Gold Mining Co., Ltd.	2,000	\$1	all	\$12
Peak Tramways Co., Limited	25,000	\$10	all	\$100, buyers
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$147 1/2, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$36, sales
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$23, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000	\$15	all	\$66, f/don.
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$5 17.6
Shell Transport & Trading Co., Limited	2,500,000	\$10	all	\$7 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$26 1/2, buyers
South China Morning Post, Limited	10,000	\$10	all	\$5, sales
Steam Laundry Company, Limited	6,000	\$25	all	\$25, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4
Watkins, Limited	10,000	\$10	all	\$2, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$15, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$4
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300
Union Waterboat Co., Limited	100 fiders	\$10	all	\$7

Daily Wire			
Para Rubber in London	Amount.	Value.	Interest.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum
		VERNON & SMYTH, Share-Brokers.	

## WILLIAM C. JACK & CO., LTD.

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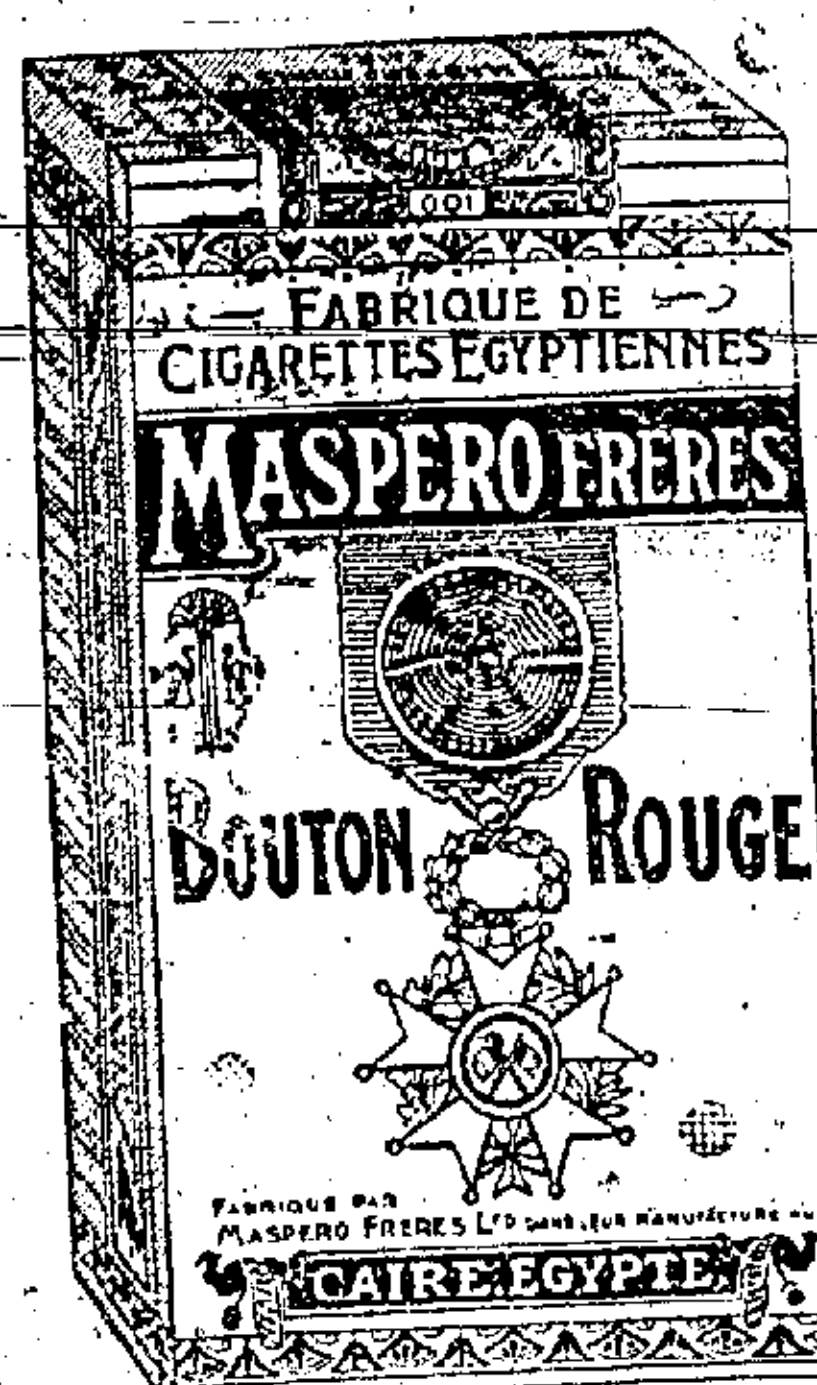
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MARINE BEARING METALS, &c., &c.

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Our Clarets, Sherries, Ports, Hocks and Moselles are imported  
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Our Qualities are Right.

Our Prices are Right.

**H. PRICE & CO., LTD.,**

WINE MERCHANTS.

12, QUEEN'S ROAD, CENTRAL.

## FORTHCOMING EVENTS.

Saturday, 23rd Sept.—Ordinary General Meet-  
ing of Douglas, Lippitt & Co., Ltd. Noon.

## ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
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For Demand Drafts on London on the day of  
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Mails; also Table of the Yearly  
Approximate Averages for 36 years

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## OPIMUM.

August 28th.

Quotations are:—	
Malwa New	\$2,775/2825 per picul.
Malwa Old	\$2,850/2,900 "
Malwa Older	\$2,850/3,000 "
Malwa V. Old	\$3,050/3,100 "
Foreign fine quality	\$1,650
Foreign extra fine	\$2,700
Patna New	\$3,100 per cheet
Patna Old	\$3,050
Benares New	\$3,050
Benares Old	\$3,000

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